



COLORADO
Department of
Transportation

I-70 East Final Environmental Impact Statement and Section 4(f) Evaluation

JANUARY 2016

VOLUME 3 OF 3, PART 3 OF 3

Attachment Q: Supplemental Draft EIS Comments and Responses

Citizens K-Z



I-70EAST.COM

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Comments				Responses to Comments	
Source: Submittal		Document Number: 594	Last: Kaley	First: Linda Jean	
name: 'Linda Jean Kaley'					
comment_topic: 'Air Quality,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Truck Traffic,Other'					
comments: 'I live in Montbello and will be impacted by the widening of I-70 with the air quality concerns, hazardous materials, noise, truck traffic,flooding,& crash recovery. The construction of the tunnel and deep trench will create contaminated soil & dust particles, along with traffic emissions into the air which will add to the already high front range ozone levels. Poor air quality will greatly impact people's health in the three neighborhoods east of I-70. Driving conditions will be a nightmare during and after heavy rains which will create flooding & crash recovery also in winter when cold and snow with icing occur. I like the option of moving the freeway onto I-76 and I-270 routes and converting the existing route to a six-lane tree-lined boulevard. This will give the commuters the ability to get to their destinations without adding to the air pollution in the adjacent neighborhoods. This option is a win for the neighborhoods with less traffic air pollution, less noise, and less health impacts for the community. It also is a win for Denver by improving the entrance into our city with a tree-lined boulevard creating less noise, congestion and emission pollution. This option will help keep our city cleaner and give a great impression for travelers and businesses visiting Denver. Thank you for giving us the opportunity to comment on the widening of the SDEIS and the alternative to re-route I-70 and convert the existing route to a tree-lined boulevard.'					

Comments				Responses to Comments																
Source: Submittal		Document Number: 826	Last: Kaley	First: Linda Jean																
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 31, 2014.</div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 10/30/14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): <u>Linda Jean Kaley</u></p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply.</p><table><tr><td><input checked="" type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input checked="" type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input checked="" type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input checked="" type="radio"/> Truck traffic</td><td><input checked="" type="radio"/> Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><div><div>A</div><div>My husband and I live in Montbello and will be impacted by the expansion of the I-70 lanes with air quality concerns, hazardous materials, noise, truck traffic, flooding and crash recovery.</div></div><div><div>B</div><div>The construction of the tunnel and deep trench will create contaminated soil and dust particles into the air which will add to the front range ground level ozone levels. Poor air quality will greatly impact people's health in the neighborhoods east of I-25.</div></div><div><div>C</div><div>Driving conditions will be a nightmare during and after heavy rains which will create flooding and crash recover issues; also in winter cold and snow with icing.</div></div><div><div></div><div>The option of moving the freeway onto I-76 & I-270 routes and converting the existing route to a six-lane tree-lined boulevard needs to be studied.</div></div><p>****Continue on back for more space****</p><div><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p></div></div>						<input checked="" type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input checked="" type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input checked="" type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input checked="" type="radio"/> Other		
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<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input checked="" type="radio"/> Other																		
<div><div>A</div><div>The project includes many mitigation measures to alleviate the impacts of the project and construction of it to the surrounding neighborhoods.</div><div>For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>B</div><div>The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents.</div><div>For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>C</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>																				

Comments				Responses to Comments
Source: Submittal	Document Number: 111	Last: Kalitowski	First: Mark	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 East EIS - SDEIS COMMENTS</div> <div>From: "Mark Kalitowski"</div> <div>Date: Tue, September 23, 2014 7:03 pm</div> <div>To: contactus@i-70east.com</div> <div>Priority: Normal</div> <div><div>A</div><div>It still seems to me that the best alternative was never given serious consideration. That would be to re-route I-70 to the NE from a point just west of the National Western Complex to I-270 somewhere in the vicinity of Vasquez Blvd. Between their need for a new facility layout and your highway it seems like a good opportunity to make them both work together. North of the National Western grounds the route would be through junk yards, blighted land and more junk yards. Practically all of it could be constructed with no interference with existing I-70 traffic; the only interruption would be to finish the final connections at each end.</div></div> <div><div>B</div><div>Your statements that this project will help "mend" the Swansea neighborhood just doesn't hold water. As proposed, I understand construction will take around 4 years, this project will effective kill that neighborhood, and some developer will conveniently be right there to build a bunch of apartments that the current residents won't be able to afford. In addition, whatever roadway you build there, that's it, you will have used up all available space; there will be no room for any adaptation for whatever unforeseen factors may surface in the future.</div></div> <div>I guess this just keeps a well-established Denver tradition going, that of building completely dysfunctional transportation infrastructure.</div> <div>Mark Kalitowski</div>				<div><div>A</div><div>The alternative is very similar to the two Realignment Alternatives that were included in the 2008 Draft EIS, with the exception that the Realignment Alternatives diverted from I-70 to the northeast from just east of the National Western Complex rather than the west as you suggest. Diverting from the east side of the National Western Complex was used to reduce impacts to the Platte River and would have fewer residential impacts. Additional analysis was performed following the 2008 Draft EIS and the Realignment Alternatives were found not to be reasonable alternatives. Please see Chapter 3 of the Final EIS for additional information on the analysis of the Realignment Alternatives.</div><div>For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>B</div><div>The Partial Cover Lowered Alternative was developed in response to the community's concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct. The project includes many mitigation measures to alleviate the impacts of the project and construction of it to the surrounding neighborhoods. For information on those mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Source: Submittal

Document Number: 100

Last: Katz

First: Faith

Comments on the I-70 East Supplemental Draft Environmental Impact Statement

	Name: FAITH	KATZ
	Address:	
	Neighborhood: WORK	IN SWANSEA NEIGHBORHOOD
	Business or Organization, if any):	ENGLISH AS A SECOND LANGUAGE INSTRUCTOR ESL
	How long I have lived or worked in this neighborhood:	6 YEARS
A	I am concerned that the project would displace my home, business, or property.	FOCUS POINTS FAMILY RESOURCE CENTER IS MY PLACE OF EMPLOYMENT 48TH & COLUMBINE. WILL IT BE AFFECTED?
B	I am concerned about my health or that of a friend or family member.	MANY OF MY STUDENTS HAVE ALREADY EXPERIENCED HEALTH PROBLEMS IN THIS NEIGHBORHOOD. I DON'T WANT IT TO GET WORSE
C	I am concerned about traffic and transportation.	THIS WILL SEVERELY IMPACT MY COMMUTING TIME FOR WORK.

A


Focus Points Family Resource Center will not be impacted by this project.

B

Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by DEH. For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C

There will be temporary impacts to commute times during construction. For more information of traffic management during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Once construction is complete and the highway is widened, there will be reduced congestion and better travel times for commuters.

Comments		Responses to Comments
Source:	Submittal	Document Number: 100 Last: Katz First: Faith
D	I am concerned about our community.	THIS COMMUNITY NEEDS IMPROVEMENT NOT DESTRUCTION
E	I am concerned about our environment.	I BELIEVE EVERY EFFORT MUST BE MADE TO PROTECT OUR ENVIRONMENT
F	I think this alternative is the best one: WHAT OTHER OPTIONS?	I DON'T LIKE THAT HIGHWAY WOULD BE SO FT FROM A SCHOOL
G	The project would be better if these changes are made:	AIR FILTERS IN SCHOOLS EDUCATE FAMILIES ABOUT PROBLEMS OF HEALTHY OTHER IN SCHOOL. REMOVE DIESEL TRUCKS FROM HIGHWAYS.
H	I want CDOT to know that:	FIND A SUITABLE NEW LOCATION FOR SWANSEA SCHOOL NOT NEAR A RAILROAD
	Signature	

D	The Preferred Alternative will improve the neighborhood by improving the community cohesion in the area. For information on mitigating the project's impacts, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E	The project includes many mitigation measures to alleviate the impacts of the project and construction of it to the surrounding neighborhoods. For information on those mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F	Under the Preferred Alternative, the edge of the highway shifts north placing it approximately 120 feet from the edge of the school building. The highway will be below grade underneath the cover and will not be visible from the school. The school site under the Partial Cover Lowered Alternative, will be redesigned using adjacent parcels and closing Elizabeth Street from 46th Avenue to 47th Avenue. The redesign of the school with the Partial Cover Lowered Alternative will result in an increase in the playground acreage. The design includes new or replaced multi-purpose fields, sport courts, and school gardens. Additional space up to 4.0 acres of shared used space may be available for school recreation in the area on top of the cover. For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	These concerns have been addressed in the Final EIS. For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on air quality and health, please see AQ3 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
H	CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts to it, based on public input that opposed relocating the school. For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments	
Source:	Submittal	Document Number:	669	Last:	Keiling
				First:	Gregory
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Gregory P Keiling"</p> <p>Date: Fri, October 31, 2014 9:28 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Gregory P Keiling</p> <p>comment_topic: Preliminarily Identified Preferred Alternative</p> <p>comments: I support the preferred alternative of a below ground highway along the present I-70 route, but have a concern regarding the partial cover. As was the case with the former Stapleton airport tunnels, the cover could have a detrimental effect upon traffic flow. People tend to unnecessarily slow; thereby creating a bottle neck as well as an increase in the chances for accidents that could offset the benefits of a wider road through that stretch. Aside from the cover, the preferred alternative will be a tremendous improvement over the present configuration.</p>				<p>A The Partial Cover Lowered Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct and increase neighborhood connectivity. For information on how the highway cover is different from the Stapleton tunnels, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 650	Last: Keiling	First: Jeremy		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "jeremy keiling"</p> <p>Date: Fri, October 31, 2014 8:53 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: jeremy keiling</p> <p>comment_topic: Preliminarily Identified Preferred Alternative</p> <p>comments: I strongly support the proposed plan by CDOT to maintain the current routing of I-70. I feel that it will help re-establish the existing neighborhoods while not destroying the current corridor, harming business and residents who rely on it for our daily commute. Thanks, Jeremy</p>				<div><div>A</div><div>Comment noted.</div></div>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 602	Last: Keller	First: Debbie	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Debbie Keller"					
Date: Thu, October 30, 2014 7:31 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Debbie Keller					
A	comment_topic: Air Quality,Environmental Justice,Noise,Swansea Elementary,Truck Traffic				
B	comments: To Whom It May Concern: As a member of the teaching profession, and with elementary school-aged kids of my own who attend schools VERY close to the I-70 corridor, I am very much opposed to the widening of I-70. With 11 schools within the EPA impact zone and air & noise pollution negatively-impacting children's ability to learn in school as it is now, why would we want to increase pollution even further? These kids deserve better than this!! Is a school playground on top of the freeway a good idea? No! The trend is heading towards mass transit and many people today don't even want to own a car. The younger generation entering the work force today wants to live close to their jobs. Why is CDOT still planning based on the trends of the 50s & 60s instead of today's trends? Why was the re-route on I-270 & I-76 not studied as a part of this SEIS? It seems like a more cost-effective, community-minded, & environmentally sound choice. The highway has divided our neighborhoods for long enough! It's time to make a change we can all be proud of by reconnecting our neighborhoods in a progressive way that will stand the test of time!				
C					

A	All of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on mitigating impacts from the project to Swansea Elementary School, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B	Changes in travel patterns have been adequately addressed in the Final EIS. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments					Responses to Comments		
Source:	Submittal	Document Number:	534	Last:	Keller	First:	Mark
<div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Mark Keller"</div> <div>Date: Wed, October 29, 2014 6:14 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Mark Keller</div> <div>comment_topic: Environmental Justice,Preliminarily Identified Preferred Alternative,Property Impacts,Visual</div> <div><div><div>A</div><div>comments: CDOT's preferred alternative does nothing to mitigate the impact to the local communities. The SEIS indicates that if the mitigation measures are implemented there will be no disproportionately high and adverse impacts to the low-income and minority populations. This statement is absolutely false. The preferred alternative only exacerbates the problem. The impact to the neighborhoods (as measured by the width of the scar that the highway leaves on the community) increases from 85 feet (ref: p. 3-15) to 292 feet (ref: Exhibit 3.21). This is an increase in the impact to the neighborhood of 3.2 times! In the SEIS's own assessment of the traffic levels, the impact to the neighborhood as measured by the increase in the peak period traffic increases substantially. See Exhibit ES-4. The preferred alternative recommends lowering the roadway beginning at Brighton Blvd and ending at Colorado Blvd. This distance is approximately 8000 feet of roadway, creating a chasm separating the north and south side of the neighborhoods, while covering only 900 feet of the highway (ref: p. 3-28).</div><div>In addition to the social justice issues associated with the excessive expansion of I-70, there are numerous technical issues with the "preferred alternative". Some of the problems with this alternative are:</div></div><div><div>B</div><div>1. CDOT couldn't build the old I-70 viaduct with joints that weren't susceptible to premature deterioration. What makes them think that they can do it now when they are covered in dirt and inaccessible for inspection?</div></div><div><div>C</div><div>2. The study does not consider the costs associated with the sequencing of the construction of a 40' deep excavation cut adjacent to an elevated viaduct.</div></div><div><div>D</div><div>3. The winter sun will not reach the depths of the roadway and will be a maintenance nightmare. Vehicles with inadequate traction will block the interstate and divert traffic onto the local arterials. CDOT will need plows and dump trucks dedicated to this short stretch of highway to keep it open during inclement weather just like at the Eisenhower Tunnel.</div></div><div>4. Climate change models indicate that we should be expecting</div></div> <div><div><div>A</div><div>CDOT recognizes that the project passes through environmental justice neighborhoods, and where impacts could not be avoided, CDOT has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on these neighborhoods.</div><div>For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on Environmental Justice considerations, please see EJ1, EJ2 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on north-south connectivity, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div><div>B</div><div>CDOT will use the latest technology and design standards to construct the new highway, The new bridges will be designed to allow maintenance access to bridge joints.</div></div><div><div>C</div><div>Constructability was considered in the cost estimate. CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required.</div></div><div><div>D</div><div>The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div></div>							

Comments				Responses to Comments	
Source: Submittal		Document Number: 534	Last: Keller	First: Mark	
D	higher intensity summer rains in the Front Range. How much pumping infrastructure will be required to keep this area dry? Can we build fail-safe infrastructure that will maintain the functionality of the roadway in extreme events? Recent events would tend to indicate not. From Superstorm Sandy knocking out the New York subway system to our own rain event along the Front Range just last year, why would we design a new highway that will be so susceptible to an event like this. Our infrastructure should be made to be more resilient, not less so.				
	5. How will storm drains be rerouted in this area? How many pump stations will be needed to be built to bypass the sanitary sewer lines that can no longer flow by gravity? Pumping costs are permanent, ongoing costs, unlike the free cost of harnessing gravity.				
	6. The soils in this area are contaminated from many years of unregulated industry. How much will disposal cost? How many delays to the project will take place during construction due to new sources of contamination?				
E	In contrast to the numerous social justice and technical issues related to the "preferred alternative", the alternative to reroute I-70 onto I-270 and I-76 was never fully explored in either the 2008 Draft EIS or the current SEIS. Although there has been continued support for this alternative from the public since the 2008 draft EIS, CDOT has been unwilling to examine this alternative in detail, or even acknowledge the advantages of this approach:				
	1. The right-of-way is already owned by CDOT for expansion. The impact to adjacent property owners is much smaller than the proposed "preferred alternative".				
	2. This highway already runs through industrial zoning and will impact zero residential properties.				
	3. The roadway can be expanded largely AT GRADE LEVEL!				
	4. The I-76/I-270 route can be expanded while the I-70 viaduct is still in-place, greatly simplifying the construction sequencing.				
		E The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			

Comments				Responses to Comments	
Source: Submittal	Document Number: 604	Last: Keller	First: Mark		
<p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Mark Keller"</p> <p>Date: Thu, October 30, 2014 7:58 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Mark Keller</p> <p>A comment_topic: Air Quality,Preliminarily Identified Preferred Alternative comments: CDOT's preferred alternative is based on the assumption that an expansion of I70 East is actually needed. In actuality, vehicle-miles traveled have been dropping for nearly 10 years! Traffic projects are consistently over-estimated. Refer to the report by Eric Sundquist of the State Smart Transportation Initiative. For an overview, see this article from the Washington Post that shows the pattern of overestimates of traffic flows: http://www.washingtonpost.com/blogs/wonkblog/wp/2014/01/22/the-u-s-government-keeps-predicting-well-drive-more</p> <p>B The amount of money that is being planned to spend on this project is an unnecessary travesty. Neither the draft EIS or the supplemental EIS have given the I76/I270 reroute any careful consideration. How much more density can the central Denver are handle? The only way to reasonably accommodate higher densities is not through wider highways, but rather smarter transportation. The major, car-dependent growth will occur in the outlying areas (around I76 and I270). That is where the tax revenues need to be spent. The right-of-way necessary for expansion along the alternate corridor is already owned by CDOT and the expansion there can be constructed at grade. Please provide a proper supplemental EIS that incorporates the I76/I270 reroute!</p>				<p>A Changes in travel patterns have been adequately addressed in the Final EIS. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The need for additional lanes of traffic is discussed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-76/I-270 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Travel demand in the project area is driven by development plans in the corridor at the National Western Center, Aerotropolis, and Stapleton, among other locations.</p> <p>For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	


Comments				Responses to Comments	
Source:	Submittal	Document Number:	543	Last:	Kelly
				First:	Bernadette
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Bernadette Kelly"					
Date: Wed, October 29, 2014 9:55 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Bernadette Kelly					
A	B	C	D	comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Noise,Property Impacts,Swansea Elementary,Visual,Other	
				comments: The impact of so many years of construction, displacement of people from their homes, displacement of congregations from their churches, with the final result being an interstate highway that is more than twice its original width, is not worth the hardship. All of those individuals, families, businesses and religious institutions that lie within the eminent domain, where are they to go? Are they displaced from their community and network, to the far boundaries of the city? Can they afford to purchase an equivalent property nearby? And those that are not within eminent domain but so very close, what will the quality of their lives be during the term of construction? To demolish the viaduct and then excavate for the proposed underground portion, how will traffic be detoured during this time? It makes sense that it will be diverted to I-270 and I-76 and that is where the traffic pattern should stay on the far boundaries of the city, in an industrial area, where residences, small businesses and religious institutions are not impacted, during construction or in the future when it is complete, and, finally, Globeville, Elyria and Swansea are not separated from the rest of the City by a busy, noisy, dirty interstate highway. The proposed underground strategy with a park over two blocks of it will not be the vibrant, green community connecting tool that it is purported to be. Who would spend time in a park that is directly over a busy, noisy, dirty 300 foot wide interstate highway? I have crossed over interstates on pedestrian bridges and it is not a pleasant experience in which I wish to linger. How is the underground portion not going to be a flood zone in heavy rains, like I-25 at Evans Avenue? How will this underground portion be ventilated? What entity is going to maintain the park/green roof? When one asks the City of Denver Public Works/Transportation Department how they are going to address increased volumes of traffic, the response is that people have to get out of their cars and use alternative transportation such as public transit, walking or cycling. The argument is that our streets cannot be widened; there is no right of way that can be turned into more driving lanes. Why is it that the City of Denver would then allow CDOT to widen I-70 from 117 feet to 300 feet, assume land by eminent domain, and disturb/excavate and haul away thousands of cubic feet of contaminated earth? All in the name of the false promise of a neighborhood friendly solution to replacing an aging viaduct? It is not a fair solution for the people who will be directly impacted and our northeast neighborhoods that will remain isolated from the heart of the City of Denver.	
A Property impacts have been adequately addressed in the Final EIS.					
No religious institutions will be displaced as part of this project.					
For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
A traffic management plan will be prepared by the contractor prior to start of construction. For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
The Preferred Alternative has been developed to avoid and minimize impacts. Mitigations are provided in the Final EIS for pedestrian connections, air quality, and drainage.					
Covers over highways in other locations have proven successful. For information on the Preferred Alternative highway cover, including future maintenance, please see PA1, PA2, PA3, and PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
For information on air quality around the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
Responses continue on the following page.					

Comments				Responses to Comments			
Source:	Submittal	Document Number:	543	Last:	Kelly	First:	Bernadette
<div>This side intentionally left blank.</div>				<div>D</div> CDOT has received the support of Denver for the Preferred Alternative. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
				For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
				For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
				For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			

Comments				Responses to Comments
Source: Submittal	Document Number: 015	Last: Kent	First: Seth	
<p>Welcome: contactus@i-70east.com</p> <p>I 70 east expansion plan.</p> <p>From: "Seth Kent"</p> <p>Date: Wed, September 3, 2014 9:45 am</p> <p>To: contactus@i-70east.com</p> <p>Priority: Normal</p>				<p>A These concerns regarding appropriate mitigations, the consideration of all reasonable alternatives, and funding options have been adequately addressed in the Final EIS. For information on mitigation measures to minimize impacts from the project, please see IMP1 through IMP8. Purina and the National Western Complex will not be permanently impacted by the project under the Preferred Alternative.</p> <p>For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the foreign companies investment limitations, please see FUND1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Managed Lanes are included in this project as a measure to provide a congestion-free option for the highway users. The revenue from the managed lanes will not finance the construction of the project. US 36 uses the revenue from the managed lanes to pay for some of the construction bonds.</p>
<p>A I am writing to comment on the planned expansion of I 70 east of I 25. I have many concerns about the current plan and wanted to write to voice those concerns as well as comment on some of the benefits of finding an alternative.</p> <p>Looking at the plans as they are now, the solution seems to be creating as many problems as it solves. The highway ends up wider, but it seems, in the same vein as the T-Rex project (a segment I drive every day) to move the problem to a new location, rather than create a solution. That is to say, the South Vally Highway was rebuilt to ease traffic, but simply moved the traffic jam a bit up the road, causing the need for more construction at the 25/Santa Fe interchange. Now that project is largely done, and it has moved the traffic problem another 1/4 mile. It is my belief that we should, as a society, and as responsible tax payers, use our fund wisely. The massive disruption of schools, neighborhoods, Purina (a significant contributor to the cities economy), the National Wester Complex (another important financial contributor to the city) as well as the many small businesses which will be effected are all costs that should be counted.</p> <p>About 10 years ago I worked as a lumber delivery person and drove over many highways, all around Denver. Even then it was frequently faster for me to go around the city, on 76 and 270 then to go through the middle. This makes sense. We should strive to direct large delivery, through traffic, and non city traffic out of the city, rather than right through it. There are noise, safety and health reasons for this. Many cities across the country acres with this concept and it is not infrequent that one will drive "through" a city only to find that they did not see the city at all. Why we would not consider something like this as well is strange to me.</p> <p>The infrastructure is there for us to make a bypass plan, but the current idea does nothing to take advantage of it, and instead builds on an antiquated notion of traffic patterns. I am not sure why this option is not, at the very least the alternative option (rather than building a mini version of this by pass from scratch) much less the main option. I am also somewhat shocked to learn that after the disaster of the public/private partnership concerning HWY 36 to boulder, that this is an option still on the table. I have serious concerns about the effectiveness of such options, as they seem to do nothing, or nearly nothing, to reduce traffic, but do still line offshore companies pockets. Why is Denver even considering this option? There is not</p>				

Comments				Responses to Comments			
Source:	Submittal	Document Number:	015	Last:	Kent	First:	Seth
<div>A</div> <p>sufficient explanation.</p> <p>I would kindly request that my tax dollars be used to benefit the city in a more prudent manner, and that we not disrupt the thriving North Denver corridor, but in stead make it more valuable by transferring heavy traffic to I-76 and 270, possibly even converting it to be the path of I-70, and reduce the current highway corridor into a city street or boulevard. This would bring North Denver closer together and provide a much more valuable environment for the city.</p> <p>In stead of streets, it is possible we could have trees and parks. Obviously there would still be a need for traffic to the previously mentioned businesses, and the infrastructure for this traffic is already present.</p> <p>A useful alternative can be found, and I strongly request that such an alternative be found.</p> <p>To be honest, if projects like this are forced through, I am sure that many people, like myself and my neighbors, will be forced to look out for the health and wellbeing of our family, by finding a community which will take our concerns into consideration.</p> <p>Regards,</p> <p>Seth Kent</p> <p>North Denver home owner and resident for 10 years</p>				<div>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</div>			

Comments				Responses to Comments	
Source:	Submittal	Document Number:	821	Last:	Kheim
				First:	Christof



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 22.OCT.2014 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): CHRISTOF KHEIM

Organization: FORNEY MUSEUM OF TRANSPORTATION

Address (required): _____

City/State/Zip: _____

Email: _____

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

<input type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic
<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input type="radio"/> Visual
<input checked="" type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other		

Please print your comment on the Supplemental Draft EIS legibly below


A

Please move forward with the lowered,
covered I-70 alternative. It will
re-connect the neighborhood and move
the eye-sore viaduct out of sight.
The re-route option is now a must

Continue on back for more space →

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



A Comment noted.

Responses to Comments

First: Christof



The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

Comments				Responses to Comments	
Source:	Submittal	Document Number:	334	Last:	Kildow
		First:	Ian		
<div><div></div><div>name: 'Ian Kildow'</div><div>,</div><div>comment_topic: 'Noise,Property Impacts'</div><div>comments: 'The plan is a terrible idea long term. I am certain they can come up with a better plan.'</div></div>				<div><div>A</div><div>Comment noted.</div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 029	Last: Kiley	First: Michael		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Michael Kiley" Date: Sat, September 6, 2014 8:38 am To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Michael Kiley</p> <p>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Managed Lanes,Swansea Elementary</p> <p>comments: I am strongly advocating that CDOT do an SEIS on the full re-route that includes both I-270 and I-76. The people of Colorado are watching: will our political leaders show the wisdom and courage to follow in the lead of great cities like San Francisco that dismantled overhead freeways? The current plan to widen the freeway in a ditch, combined with toll lanes, is a very bad solution for our city. Here are just few reasons why: 1. We have a once in a 100 year opportunity to change the freeway at heart of our city from an ugly embarrassment into a zone of revitalization and growth. The "cap" covers very little of the ditch and does nothing to hid the open scar that cuts through our city. 2. Denver can partner with neighboring counties to find a solution that creates greater economic opportunity for all. If i70 was re-routed, surrounding counties would benefit from transportation and other businesses that would locate next to the re-routed freeway. Businesses would benefit from lower operating costs outside of Denver. 3. If i70 was re-routed, the land around the "old" i70 could be revitalized into an urban greenbelt that provided much-needed housing to Denver. A mix of housing and business would bring additional economic growth for Denver. 4. Toll lanes punish the poor in favor of the wealthy and should never be implemented in urban areas. 5. It is unconscionable to actually move the i70 closer to our schools. The combination of releasing polluted dirt airborne during construction, and the ongoing pollution from the freeway every day, will not improve the health of our children.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The inclusion of managed lanes in the Preferred Alternative is addressed in the Final EIS. For information on why Managed Lanes are identified as the preferred operational option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Air quality concerns are adequately addressed in the Final EIS. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments			
Source:	Public hearing transcript	Document Number:	293	Last:	Kiley	First:	Michael
A	Hi. I live in northwest Denver. I lived in the Grandview neighborhood. And I'm here tonight—I want to strongly advocate for the SEIS on the full reroute on the study that includes rerouting through 270 and I-76. I think the current plan to widen the freeway—to put it in a ditch, to combine with toll lanes—is a bad solution for our city, and here are just a few reasons why. One is I think it's unconscionable to move a freeway close to a school. So I think that is a bad choice. We are going to kick up pollution—polluted dirt. We are going to have an ongoing pollution issue for these children and for those who have respiratory illnesses. We have an opportunity here, a once-in-100-year opportunity to rethink our city and to transform a scar that runs across our city into something we can be proud of; and I think we have to do that.						
B							
C	We can partner with neighboring counties. We can make this a win-win. We can—a reroute could potentially bring businesses to those counties—counties that want easy access to a freeway and don't want to compete with a commute. For Denver, a reinvented 46th Avenue could be a boon in terms of additional housing and additional businesses. So it could also be a win for Denver.						
	And I think toll lanes—I'm completely opposed to toll lanes. They are a tax on the poor to benefit the wealthy. So if we are successful in eliminating poverty, then let's talk about toll lanes. In short, I think the I-70 situation is not an engineering problem; this is a political problem. And it's time for our leaders to find a better option. I think the people of Colorado—they are watching. And will our leaders show the wisdom and the courage to follow great cities like San Francisco, who rethought the role of freeways in their city and they prospered by removing freeways?						

Comments				Responses to Comments	
Source:	Submittal	Document Number:	395	Last:	Killion
			First:	Michael	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>The I-70 East EIS Project - SDEIS Comments</p> <p>From: "Killion, Michael" Date: Fri, October 24, 2014 10:44 am To: "contactus@i-70east.com" <contactus@i-70east.com> Priority: Normal</p> <div><div>A</div><div><div></div><div>Please do not expand I70. Remove it, put in a Blvd and reroute it to I76 and I270</div><div>Thanks,</div><div>Mike Killion</div></div></div>				<div><div>A</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 084	Last: Killmeyer	First: Mira		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Mira Killmeyer"</p> <p>Date: Sat, September 20, 2014 11:05 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Mira Killmeyer</p> <div><div><div>A</div><div>B</div></div><div><p>comment_topic: Air Quality,Financing,Hazardous Materials</p><p>comments: To Whom it May Concern, As a resident of north Denver and a taxpayer, here are my major concerns in the current I-70 expansion plan: The incredible amount of \$ this project will consume. Many believe it to be grossly-fiscally irresponsible spending from a taxpayer perspective, especially when the re-route appears it will cost about half as much while addressing I-70 congestion issues on BOTH sides of I-25, not just the east side. The expanded freeway and its new service roads will be well-within 100 feet of the wall of Swansea Elementary. Imagine the vibration, the pollution, the noise, the danger in getting to school [which serves kids from both sides of the freeway]. These kids deserve better. Crashes will likely occur due to changes in light and irrational braking that occurs at the lid as well as the areas that gets no direct sunlight in the wintertime. A freeway deep in a trench and bordered by sound walls gets no direct sunlight in many lanes in the wintertime. I am hopeful that CDOT reviews these comments and makes major changes to the current flawed plans. Thank you for your time, Mira Killmeyer</p></div></div>				<div><div><div>A</div><div>B</div></div><div><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The Final EIS adequately addresses these concerns about noise, air quality, and student access to school, including mitigations for the unavoidable impacts. The Preferred Alternative design incorporates features to address the lighting under the lid and inclement weather conditions.</p><p>Based on public input that opposed relocating the school, CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts. For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on mitigation that will be provided to Swansea Elementary School, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on north-south connectivity, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on air quality, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on the lighting under the Preferred Alternative highway cover, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents.</p></div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 736	Last: King	First: Robert		
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "ROBERT KING"					
Date: Fri, October 31, 2014 3:23 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: ROBERT KING					
comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other					
comments: The current CDOT proposal has the following negative features: 1. This project will leave a 300 ft. canyon (the length of a football field), 28 feet deep, with 8 to 12 foot sound barrier walls dividing the neighborhoods from the rest of the city. This would only be mitigated by an 800 ft. cover over approximately 10% of the length of the below grade highway. 2. It would be extremely disruptive to the education of the students at the school during the construction project and potentially harmful to their health after completion. 3. CDOT is considering public-private funding for the project. This would turn the highway into a partial toll road between Brighton Boulevard and the airport, increasing traffic congestion for local trips. 4. The complex construction process would produce increased traffic congestion during the three to five year construction process. 5. Restriping the bridge over I-25 to create 3 lanes will create a traffic bottleneck for westbound traffic immediately west of the bridge over I-25. 6. There are unresolved issues surrounding contaminated groundwater from ASARCO that must be treated and disposed of into the Platte River during construction. 7. The project will cost approximately \$2 billion with no proven economic benefit to the city. 18. Widening the highway to 5 lanes east of I-25 and in the mountains will require future widening west of I-25. The I-270/I-76 Reroute Alternative for I-70 proposal has the following potential advantages: 1. It will reintegrate the Globeville, Elyria and Swansea neighborhoods into the city. 2. It would allow provision of needed retail and commercial establishments serving the communities. 3. When other cities have removed highways it has raised property values an average of between \$160,000 and \$180,000. 4. It would stimulate appropriate economic development along the I-270/I-76 corridor where almost no residential housing exists. 5. The construction of additional lanes along I-76 and I-270 prior to closing I-70 allows for less interruption					
A				A	These concerns have been adequately addressed in the Final EIS. The Preferred Alternative has been developed to avoid, minimize, and mitigate impacts. For information on the Preferred Alternative cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on north-south connectivity, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B				B	Based on public input that opposed relocating the school, CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts to it. For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C				C	Managed lanes have been added to reduce congestion and travel times on I-70. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on public-private partnerships and funding, please see FUND2 and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
D				D	CDOT is currently working on potential construction phasing for the Preferred Alternative. More detailed outreach to residents and businesses regarding construction impacts will be completed in later stages of this project. For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E				E	The traffic movements in and out of the mousetrap are included in the project models and have therefore been adequately addressed in the Final EIS analysis. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F				F	The Final EIS has adequately discussed the potential for encountering contamination and identified appropriate mitigations. For information on CDOT's plans for encountering hazardous materials including contaminated groundwater within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G					Responses continue on the following page.

Comments				Responses to Comments			
Source:	Submittal	Document Number:	736	Last:	King	First:	Robert
<div>H</div> <div>of traffic during construction and a less complex construction process. According to the City of Denver this would reduce the construction time by a year or two years. 6. It provides Denver with an attractive entry from the airport for visitors to the city. 7. By providing easy access through surface level streets, it supports the development of the Stock Show Complex for year-round events and activities at the Denver Coliseum. 8. It provides land almost half the size of Stapleton along the I-70 corridor for an estimated \$1.5 billion in direct and indirect economic development. 9. It supports the development already taking place along Brighton Boulevard. 10.It enhances air quality for the communities and school children. 11.It improves traffic flow and reduces congestion on I-25. 12.It provides opportunities for public transit options along I-76, I-270 and the western part of the current I-70 corridor. 13.It removes the necessity for separately rebuilding I-270 in the future and adding lanes to I-76 to accommodate growing traffic. 14.Using data from the Washington State Department of Transportation and the Florida State Department of Transportation, it would cost between \$300 million and \$500 million less than the CDOT plan.</div>		<div>G</div> Some of the local redevelopment projects such as The National Western Complex expansion opportunities rely on improved access to the site from I-70.					
		When the Partial Cover Lowered Alternative is built, access to businesses generally will improve because of the added lanes on I-70 and the resulting improvements in travel time to and from businesses resulting in economic benefit in the area.					
		Construction of the project also results in job creation. The economic output includes the multiplier effect of direct construction dollars being re-spent in service or other sectors of the economy, as well as the ongoing efficiency gains from improved highway travel. For more information, please see Section 5.2, Socioeconomics of the Final EIS.					
		For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
		<div>H</div> The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 reroute alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					

Comments		Comments	
Source: Submittal	Document Number:	Last: Kinney	First Steve
<p>Due to the volume and nature of Mr. Kinney’s comments, only select portions of his submitted comments are included as a physical copy in the printed document. Materials are included as a physical copy only if they contain comments to the I-70 East Supplemental Draft EIS that generated a response by CDOT. Supplemental information included by the commenter, such as the inclusion of a full copy of the American Planning Association’s Peer Review, were noted, but not printed in this document.</p> <ul style="list-style-type: none">• Some of the attachments from this commenter, such as document comment 415, include a collection of comments by other stakeholders that were re-submitted by Mr. Kinney.• Some comments collected by Mr. Kinney were submitted by their original commenter before the official Supplemental Draft EIS document was published and the official comment period opened. The I-70 East project team responded to these comments as they were received; therefore, they are not included, nor responded to, in the Final EIS.• Other comments were resubmitted by the original commenter during the Supplemental Draft EIS public comment period and are included and responded to in the Citizen Response portion of Attachment Q of the I-70 East Final EIS; therefore, the responses to these duplicates are not included in the responses to Mr. Kinney’s comments. <p>To see a complete copy of Mr. Kinney’s comments, including full copies of all of his attachments, please see Kinney.pdf in the digital copy of the I-70 East Final EIS.</p> <p>This letter has been prepared in response to Mr. Kinney’s comments not otherwise responded to, printed and digital, per CEQ regulation 40 CFR 1503. This letter responds only to the substantive comments by topic rather than comment by comment as done for others. This letter covers comments 876, 124, 414, 415, and 788 through 812 submitted by Mr. Kinney. For the response to comments please see page C-533.</p>			

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Comments			
Source: Submittal	Document Number: 124	Last: Kinney	First: Steve
000124			
<p>Okay. I live in one of what I would deem to be 12 I-70 adjacent neighborhoods in Denver between Stapleton Center Boulevard and Harlan. And I'm happy I have the opportunity to be here. I do a lot of volunteer work in various parts of I-70 adjacent neighborhoods, including Globeville and Swansea. I have a perspective that's a little bit different. First, I think that the CDOT people have been repeatedly very gracious, thoughtful, and wonderful in these public meetings. There've been many public meetings. The attempt at community outreach has been very very good. However, it's not reaching all the people that it needs to reach. So I think that we continue to see many of the same people over and over and over in some of these meetings, and that's a problem.</p> <p>We have some meetings that I think should be open to the public meetings, which have been closed meetings. I was thrown out of one of those meetings. That was the meeting with Councilwoman Judy Montero earlier this year. We have situations where there's a disconnect between what people who are doing the door-to-door outreach are saying is inconsistent with what the CDOT people are saying. That, I think, is a problem.</p> <p>We have recently in the last four or five months had a bunch of volunteers out knocking on doors asking, What's happening? What are you aware of as it relates to this project? This project which, including the service roads, makes the freeway 3.2 times wider in Elyria and Swansea. That, I think, is going to have devastating impacts to this community. And of the 91 people surveyed, three percent—no, I'm sorry—a total of three said that they know a lot about this project, 27 percent said, Very little, 28 total said that they know nothing about it, zero said they don't care. Of those asked if they have been involved, 81 of the 91 said no. Of those who we asked, Do you think that an option of a full I-76 and I-270 reroute should be studied, 85 of the 91 said yes. I am in favor of CDOT looking at all the alternatives before we make a decision. Do we know if an I-270 and I-76 reroute is going to work? No, we don't. But I think that there's a fairly good likelihood that it will not devastate 12 I-70 adjacent community neighborhoods. I think that it has great potential to solve the traffic congestion issues on I-70 on both sides of I-25, because it's not going to solve one with a bottleneck at Brighton Boulevard on both sides of I-25. And there's very very good rationale to suggest that it could cost significantly less, and cause—cost significantly less, and solve the problems on both sides, and do very good things for the community.</p> <p>I want to end by just showing this illustration that Ian Lockwood, an incredibly well-respected urban planner, not from Denver, he drew, and he references the thing. The thing is the machine that's gobbling up an elevated section of I-70 and out the back end comes a sense of place, a sense of community, and an area that really works, a place where the urban fabric has been woven back together since it has been very very badly torn apart in 1961, '62, '63, and '64 when this freeway so painfully carved through 12 Denver neighborhoods.</p>			

Comments			
Source: Submittal	Document Number: 414	Last: Kinney	First: Steve
Webmail			
Page 1 of 5			
Inbox Compose Addresses Folders Options			
Current Folder: SDEIS Spreadsheet			
Welcome: contactus@i-70east.com			
Message List Delete Forward Forward as Attachment Reply Reply All			
Comment on the I-70 East SDEIS			
From: "Steve Kinney" <steve@skinneyproperty.com>			
Date: Sun, October 26, 2014 4:56 pm			
To: contactus@i-70east.com			
Cc: "Steve Kinney" <steve@skinneyproperty.com>			
Priority: Normal			
Options: View Full Header View Printable Version Download this as a file Add to Address Book View Message details View as HTML			
Hello,			
The comments I wrote to CDOT more than 18 months ago are below. Referencing 7.6 and a variety of other sections in the SDEIS, I'm sending my comments for re-submission within the public comment period.			
I find it sad and disappointing that despite taking so much time, thought & effort to write this and now literally hundreds of hours of meetings and discussions asking for the same as whats noted in the e-mail below, that the majority of the topics I brought-up then have not been discussed, nor have they been addressed in the SDEIS. That same holds true for many of the 500+ comments you received from other people at about the same time. Is this public engagement? I don't feel that it is. It feels more like public dismissal.			
By way of this e-mail, I am resubmitting these comments with the hope that I will not need to be engaged in this discussion 18 months in the future [I will certainly continue to be engaged as long as is it necessary]. I hoping that CDOT will do what has been requested probably more than 1,000 times: study the I-270/I-76 re-route alternative			
The SDEIS is incomplete, fails to meet a standard that is acceptable and should be stopped. A SDEIS needs to be performed on the I-270 and I-76 re-route and then appropriate and effective community outreach to all impacted communities needs to be done. On a map, that would include areas from the Central Business District to an area north of the Gold Line Commuter Rail Line and it would be from a place east of Tower to at least as far west as Kipling. The impacted communities mid-term and long-term are at least that wide.			
Thank you for reading my message this time!			
Steve Kinney 4876 Tennyson St Denver CO 80212 303-475-8200 Steve@SkinneyProperty.com			
https://webmail1.web.com/src/read_body.php?passed_id=16&mailbox=INBOX.INBOX.SD... 1/9/2015			

Comments				Comments			
Source: Submittal	Document Number: 414	Last: Kinney	First Steve	Source: Submittal	Document Number: 414	Last: Kinney	First Steve
Webmail				Webmail			
Page 2 of 5				Page 3 of 5			
<p>Working [paid and unpaid] in Elyria, Swansea & Globeville among many other I-70 adjacent neighborhoods.</p> <p>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</p> <p>From: Steve Kinney <steve@skinneyproperty.com> > Date: Friday, June 14, 2013 at 2:19 PM To: <tricia.stevens@mail.house.gov> >, <lucia.guzman.senate@state.co.us> >, <dan.pabon.house@state.co.us> >, Crisanta Duran <crisanta.duran.house@state.co.us> >, "Shepherd, Susan K. - City Council District 1" <Susan.Shepherd@denvergov.org> >, CW Judy Montero <Judy.Montero@denvergov.org> >, CW Ortega <OrtegaAtLarge@denvergov.org> >, <kniechatlarge@denvergov.org> >, <a.bus.brooks@denvergov.org> >, <michael.hancock@denvergov.org> >, <tstewart@i-70east.com> >, <kirk.webb@state.co.us> >, <karen.good@denvergov.org> >, <cwallis@i-70east.com> >, <contactus@i-70east.com> > Subject: Request for EIS for I-70 - re-routing via I-270 and I-76 existing corridor</p> <p>Hello smart and thoughtful CDOT people and some of our great elected officials for Denver and the State of Colorado,</p> <p>I want to see an EIS done for the I-270 and I-76 alternative for I-70.</p> <p>I'm a Realtor. I know Central Denver neighborhoods incredibly-well. For the past ten years, on average, I sell about 25 homes in Central Denver each year, with half of those being relatively-close to I-70. That means walking and driving the streets, meeting the neighbors and watching change, just like each of you do. I'm incredibly-observant. I remember details. And, I'm excited about what a possible re-route of I-70 could mean for Denver and surrounding communities. It could be among the best changes we could see in our metro-area in the next 50 years!</p> <p>Some very-wise, incredibly well-experienced, thoughtful and fiscally-responsible people in our community have brought this possible I-70 reroute to my attention. The list includes local community leaders; long-time urban planners; long-time high-level transportation planners; a highly-respected retired EPA administrator; Highland Moms; and, of course,</p>				<p>some of you who I am sending this e-mail to.</p> <p>Since attending a Town Hall Meeting at Scheitler Recreation Center a couple weeks ago, I've been reading a lot. And, everything I see suggests to me that we absolutely must better-understand the possibility of re-routing I-70 thru the I-76 and I-270 corridor. Long-term we have a huge opportunity to do something really smart by creating a state of the art freeway in and around Metro Denver rather than potentially making a terrible mistake and allowing a series of bad decisions in the 1960s to get far worse. Incredible amounts of local, state and federal money are about to be spent in a way that may not be best for the northern side of metro-Denver - making this the perfect opportunity to better-unite northern metro communities. Its my opinion that already horribly-impacted communities are about to be further beatup, money is likely going to be wasted and potential not realized if the current plan moves-forward.</p> <p>I heard a CDOT representative discuss the "Perceptions and Realities" of rerouting I-70 and have a copy of that document. I'm shocked by some of the material contained within that discussion and document and think it has some huge inaccuracies. I think that that needs some additional explanation and further discussion.</p> <p>Now after driving the current I-270 and I-76 freeways specifically looking at this option, it seems incredibly-logical. On 270 and 76, the right of way appears to be two or three times as wide as the freeway in many locations - compared to the current path that is barely wider than the freeway. Clearly, that means a big expansion will require taking more land.</p> <p>The alternative route is nearly-exclusively industrial and commercial AND those areas could benefit from the commerce that could come with a state of the art freeway. Compared to what is proposed for I-70 repairs & expansion, it seems unimaginable to me that a re-route wouldn't be considerably cheaper and far less disruptive to the nearby affected communities. I'm not an urban planner, nor am I a transportation engineer, but to me, such a re-route to the 76 & 270 route has a real possibility of having the following impacts: * INCREDIBLE potential to do something that would be amazing. See these studies of amazing things that occurred in other parts of the US when freeways were removed: > * Institute for Transportation and Development Policy: The Life and Death of Urban Highways > * > http://www.itdp.org/library/publications/the-life-and-death-of-urban-highways/ > <http://www.itdp.org/library/publications/the-life-and-death-of-urban-highways/> > /> > * Congress for the New Urbanism: Highways to Boulevards - Reclaiming Urbanism, Revitalizing Cities > * http://www.cnu.org/highways > * End of the Road: When Highway Removal Works > * http://nextcity.org/daily/entry/end-of-the-roads-when-highway-removal-works > * * Surely this will cost less in both in a monetary sense AND in terms of disruption of people's lives than the eminent domain purchase of an incredible number of properties. Those land purchases and the legal battles that will ensue; the engineering, construction and ongoing maintenance of a tunneled section have to be monumental; the costs to move a school. * Imagine the traffic snarls we saw with TREX [a project that I think went incredibly-well, but not without disruption] and make them many times worse because the logistics of this project in the existing location is far more complex. Imagine how TREX would have been incredibly easier and cheaper for all of the commuters and contractors if the new freeway had been built, and then once-completed, the old one was removed!! None of the lane-jockeying,</p>			
https://webmail1.web.com/src/read_body.php?passed_id=16&mailbox=INBOX.INBOX.SD... 1/9/2015				https://webmail1.web.com/src/read_body.php?passed_id=16&mailbox=INBOX.INBOX.SD... 1/9/2015			

Comments				Comments			
Source: Submittal	Document Number: 414	Last: Kinney	First Steve	Source: Submittal	Document Number: 414	Last: Kinney	First Steve
Webmail				Webmail			
Page 4 of 5				Page 5 of 5			
<p>the temporary bridges and re-routes, none of the fixing the same section five times, none of the constrictions. It could be so much more simple which surely has some significant financial implications.</p> <p>* Greatly-reduce traffic delays that occur due to the constrictions that occur along the current route. Cumulatively, the time saved is unimaginable.</p> <p>* It moves the freeway to an area that has the potential to accommodate future growth. Without incredible disruption and condemnation of land, the current route simply can't get larger/wider. The Federal transportation studies I saw while volunteering on the Citizen's Advisory Group for the Gold Line Light rail suggests very-significant additional east/west traffic in Denver in their 20-year projections [quite different than what CDOT's Perceptions and Realities document claims].</p> <p>* Better integrates some other communities including Aurora, Commerce City, Wheat Ridge, Arvada, Lakeside, Denver, Unincorporated Jefferson County and Unincorporated Adams County into the metro area and creates huge economic opportunities for those Cities which don't currently exist. That includes but is not limited to retail, commercial and industrial. And, it's on land that in some cases is currently blighted and without much value to the communities.</p> <p>* For cross-city traffic, it adds approximately 1.9 miles compared to the current route. That might seem like a lot, but it will flow far better in the I-270 and I-76 corridor. And the fuel economy for any vehicle greatly improves if the traffic is moving at reasonable speeds vs. stop and go.</p> <p>* It moves the cross-town and cross-country traffic out of the core of the city, areas those travelers would prefer to avoid anyway and areas that the Interstate Highway system was never intended to be located.</p> <p>* It eliminates several incredibly-dangerous segments. The curves at Berkeley Lake Park/Willis Case Golf Course quite literally on average see a significant wreck every week. At least three separate accidents with fatalities have occurred there in the past eight years. Today, no transportation planner today would consider installing a tight S-curve on a freeway! The proposed new freeway on the east corridor includes a short tunneled section which surely will have similar carnage entering and existing as the Eisenhower tunnel has.</p> <p>* Greatly reduce traffic noise & pollution in many populated areas of the City moving it to areas that are minimally populated in comparison.</p> <p>* It allows the National Western Stock Show complex to be re-unified and presents opportunities for incred ble parks and a gateway to downtown.</p> <p>* Creates an opportunity for the City to create an incredibly-looking and wisely-planned boulevard [46th Ave east of I-25 and 48th in NW Denver] that would be a small parkway. Brighton Blvd would be the gateway "grand boulevard" into the City.</p> <p>* Generates significant income for land that could be sold and re-developed in the existing corridor rather than the purchase via eminent domain or condemnation of additional land to greatly-widen the existing eastern corridor.</p> <p>* The width of the right of way along the existing 270 & I-76 corridor is quite large already and purchasing land adjacent to that area will be incredibly-less expensive than through Denver neighborhoods.</p> <p>* It re-connects many communities that were severed in the 1960s when I-70 cut them apart. This includes incredible potential changes to repair some of the damage that occurred to the Globeville, Swansea, Elmira, Sunnyside, Chaffee Park, Berkeley, Regis communities that were severed when I-70 was installed and doing so that isn't creating similar damage in the existing I-270 and I-76 corridors. Imagine the difference for those neighborhoods to grow back together. Swansea Elementary as an example, pulls from both sides of the freeway. Per renderings, it appears that the current 14 existing street and 28 pedestrian crossings between Brighton Blvd and Colorado Blvd will be reduced to 6 street and only 12 pedestrian crossings and on a daily basis kids are having to cross to the other side of the existing freeway for school, for parks and many other parts of their lives.</p> <p>* Potentially most-importantly, Globeville, Swansea and Elmira, among</p>				<p>others, have some gigantic "environmental justice" issues tied to an expansion of the freeway in their communities. Today, on NPR I heard the term "Urban Deportation" which perfectly applies to people who live along the I-70 route if it gets expanded. The negative effects from sound, odors, vehicle emissions and vibration effects on our bodies is well-documented. The dirt, mess, noise and danger of a ten-year construction process to those living in the affected communities is unthinkable and grossly-unfair.</p> <p>I'd love to hear from you regarding your thoughts on this.</p> <p>Thank you for your great work in our City and thanks in advance for your work on this EIS project.</p> <p>Regards,</p> <p>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012 and 2013 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</p>			
				<p>Attachments:</p> <div><div>untitled-[2]</div><div>23 x</div><div>[text/html]</div><div>Download View</div><div>Delete & Prev Delete & Next</div></div> <div>Move to: SDEIS Comments Responded to</div> <div>Move</div>			
https://webmail1.web.com/src/read_body.php?passed_id=16&mailbox=INBOX.INBOX.SD... 1/9/2015				https://webmail1.web.com/src/read_body.php?passed_id=16&mailbox=INBOX.INBOX.SD... 1/9/2015			

Comments

Source: Submittal

Document Number: 415

Last: Kinney

First: Steve

Webmail

Page 1 of 1

Inbox

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Addresses

Folders

Options

Current Folder: SDEIS Spreadsheet

Welcome: contactus@i-70east.com

Message List

Delete

Forward

Forward as Attachment

Reply

Reply All

Comment to the I-70 SDEIS

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Sun, October 26, 2014 3:10 pm

To: contactus@i-70east.com

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details | View as HTML

Hi CDOT I-70 east team,

My comments are attached in two documents.

Thank you!

Steve Kinney

4876 Tennyson

Denver CO 80212

303-475-8200

Steve@SkinneyProperty.com

Working [paid and unpaid] in Elyria, Swansea & Globeville among many other I-70 adjacent neighborhoods.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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1.4 k

[text/html]

Download | View

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1.9 m

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Move to: SDEIS Comments Responded to

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1

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Comments

Source: Submittal

Document Number: 415

Last: Kinney

First: Steve

The SDEIS for the I-70-east project is deficient/flawed because this organization mischaracterizes the comments and its completely deaf to the tone of the comments received;

Section 7.6 What has been the reaction to the preliminary identified Preferred Alternative?
"Various letters of support have been received for the Partial Cover Lowered Alternative..."
After reviewing many of the letters, e-mails and public comments received in Attachment D, I find it shocking and misleading that there is a characterization of "Various letters of support have been received" in Section 7.6. It is my opinion that in the 2008 DEIS that there was an overwhelming tone of support for keeping the freeway as it is, or for a "tunnel" [the PCCLA is absolutely NOT a tunnel].

Section 7.6.1 What other requests have been received?
"In June 2013, the website www.unitenorthmetrodenv.com set up a form allowing users to contact CDOT requesting they perform a supplemental EIS for I-70 using the re-route alternative along I-76 & I-270. The contactus@i-70east.com address was copied on each completed form sent from the website. The project team responded to requests, informing requesters that the reroute option was studied as a part of the 2008 Draft DEIS. The majority of the requesters live outside of the project study area, with the largest concentration to the west of I-25. More information on the reasons for elimination of the I-76/I-270 re-route alternative is available in Chapter 3, Summary of Project Alternatives"

1. CDOT's responses that "the reroute option was studied as a part of the 2008 Draft DEIS" is grossly misleading. The option that was studied for the "DDEIS" absolutely was not the I-270/I-76 option. To send such a message to these people was incredibly-unfair to the situation. And, it caused many people to not continue to engage in this process. Not acceptable.

2. Not all of the e-mails received had contactus@i-70east.com copied on them. Respondents had the option to unselect any one of the 13 or 14 potential recipients and if someone unselected UNMD, then UNMD, was not copied.

3. Where is CDOT's reference to the quantity of e-mails? That # should be indicated here for fair representation. Just in case you don't have these 507 comments, they are attached herein.

4. Attached is a scatter diagram of where those respondents live for those who provided an address.

5. Especially given that CDOT did incredibly-little to translate documents to Spanish, minimizing the importance of commenters messages based upon where they live is inappropriate.


6. Comments from anyone and everyone in Colorado should be valid:

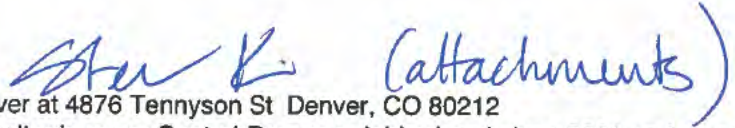
a. This decision is absolutely something that **directly**-impacts 15+ I-70 adjacent communities between Tower Road to at least Harlan Boulevard, NOT just those in G/E/S.

b. This is something that impacts hundreds of thousands of I-70 commuters, NOT just those driving on I-70 east of I-25.

c. This is something that impacts every Denver resident because it involves parks & recreation, schools, right of way, public works, wastewater,

2

Comments			
Source: Submittal	Document Number: 415	Last: Kinney	First: Steve
<p>water/sewer, tax revenues, affordable housing, the Platte River, NWSS, public transportation and so many other facets of our amazing City. It's sickening that Denver City Council Members are as disengaged as they are</p> <p>d. This is something that is an incredibly-gigantic expense and liability to every CO taxpayer.</p> <p>This is referencing Sections 2, 3.5 & 7.</p> 			
<p>This messaging is not acceptable. This messaging, repeatedly suggesting in many materials produced by CDOT that the I-270 & I-76 re-route was thoroughly-evaluated. It was not.</p> <p>A message of "CDOT Is NOT Considering Rerouting I-70" suggests to potential commenters who support the I-76/I-270 re-route that they should refrain from making such a comment. This process should be encouraging all comments from all people who are interested in it.</p> <p>CDOT spokespersons in television/radio/newspaper/internet interviews have suggested that the "re-route was studied and eliminated" It was not the I-270/I-76 re-route!</p> <p>Until this process is complete, NOTHING should be taken off the table. It is my opinion that this messaging sabotages an opportunity for other options to be in-play.</p> <p>I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.</p>			
3			

Comments			
Source: Submittal	Document Number: 415	Last: Kinney	First: Steve
<p>Steve Kinney  (Attachments)</p> <p>Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>			
4			

Comments

Source: Submittal

Document Number: 788

Last: Kinney

First: Steve

Webmail

Page 1 of 5

Inbox

Compose

Addresses

Folders

Options

Current Folder: SDEIS Comments Responded to

Welcome: contactus@i-70east.com

Message List

Delete

Forward

Forward as Attachment

Reply

Reply All

FW: Press Release: APA problems with I-70 reconstruction

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 4:37 pm

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#) | [View as HTML](#)

I am forwarding the attached document to be included in the SDEIS public comment process. Its I kely that I am among many submitting it or referencing it. I am not the author of it, I did not participate in the peer review, nor do I even fully-understand the context and all of the concerns that are contained within it, but, I do see that the authors have incredible experience as urban planners and they are making incredibly-strong supporting arguments for many points that I have made in the comments I submitted this week. Those topics include, but are not limited to:

- * Forecasting models are incorrect & flawed
- * Data for traffic projection is flawed
- * Project area boundaries are incorrect
- * Study of tandem facilities is incorrect (not a system-wide approach)
- * Community outreach is not good
- * The order is incorrect as it relates to neighborhood plans should precede the I-70 planning so they can be planned in conjunction
- * Alternative forms of transit, such as commuter rail and bicycling is not factored-in properly
- * The social justice issue and architectural preservation aspects of the neighborhoods is not fairly represented
- * Many more topics

Will the discussion of what is contained in this paper finally cause CDOT to stop, press the reset button, and look at this from the 10,000 foot perspective [look at the whole north metro system, look at today's trends, use today's leading models, use data that is accurate and appropriate, work to deliver phenomenal projects the way RTD does?

It should be noted that on several occasions, a similar type of review was proposed by the AIA [R/UDAT team] via the work Dean Foreman has offered to do a review of the project. That was rejected/prevented by CDOT. Another attempt, by John Prosser, made an attempt to engage the internationally-respected Urban Land Institute's Advisory Services Panel to do a review and that too was rejected by CDOT. Why would CDOT not allow such help? Some of the people working on these projects are literally among the best in the world.

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Comments

Source: Submittal

Document Number: 788

Last: Kinney

First: Steve

Webmail

Page 2 of 5

Steve Kinney

4876 Tennyson St

Denver, CO 80212

Steve@SKinneyProperty.com

> Press Release

> Gallagher Says APA I-70 Concerns are Valid

>

> American Planning Association Raises Numerous Concerns with CDOT Plan

> Out-Dated Travel Model For I-70 Just One Problem

>

> For Immediate Release

> For More Information

> 10/29/2014

> Denis Berckefeldt

>

> 720.913.5002

>

> (Denver) Auditor Dennis Gallagher says an American Planning Association (APA)

> White Paper's concerns regarding the Colorado Department of Transportation

> (CDOT) I-70 reconstruction proposal are valid and troubling. The White Paper

> was released October 15 by the APA.

>

> ³This respected planning group confirms everything I have been saying about

> the numerous flaws in CDOT's billion dollar boondoggle. Everything from the

> out-dated and flawed traffic model CDOT used to justify tripling the size of

> the freeway with Lexus Lanes to the serious lack of attention to social and

> economic justice issues in the affected neighborhoods,² Gallagher said.

>

> The paper, produced by the Transportation Division of the APA, is the product

> of a site visit by transportation planning experts who visited Denver in

> mid-September. The experts met with staff from CDOT, City and County of

> Denver, Denver Regional Council of Governments, local elected-officials,

> members of APA's Colorado Chapter, and residents of the Elyria and Swansea

> neighborhoods.

>

> The paper makes particular note of the lack of confidence in the accuracy of

> the travel forecast based on the model used. It also cites confusion and

> inconsistency in determining which entity actually did the modeling. CDOT

> says the Denver Regional Council of Governments (DRCOG) did the modeling and

> DRCOG says CDOT. This made it difficult to assess the viability of the

> modeling process.

>

> The paper does state that it was an old, out-dated travel demand model and an

> old future land use forecast; that the latest and best modeling practices were

> not used including DRCOG's newest state-of-the-art travel demand model called

> CEFocus¹. Nor did they use DRCOG's new UrbanSim model, rather they relied on

> out-of-date travel demand software that cannot factor in highway-induced

> development.

>

> ³This is outrageous. CDOT plans to spend a billion dollars to expand a

> freeway and disrupt hundreds of lives without using the most up-to-date

> information and modeling tools available. As I have said before, they would

> be better off using a Ou ja board,² Gallagher said.

>

> The paper also notes that the neighborhoods, Elyria and Swansea are Csettled

> urban environments¹ and that the highway project needs to adapt to that

> context, not the other way around: the neighborhoods should not have to adapt

> to and expanded highway. This is where the issue of economic, social and

> environmental justice come into play.

>

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Comments				Comments			
Source:	Submittal	Document Number:	788	Last:	Kinney	First	Steve
Webmail				Webmail			
Page 3 of 5				Page 4 of 5			
<p>> *These neighborhoods have suffered for the last fifty years from the original > decision to route I-70 through the heart of their neighborhoods. This > reconstruction cannot add to that suffering and destruction. Widening this > highway will do just that and cannot be allowed to happen. We already know > from Denver's Department of Environmental Health Assessment of these > neighborhoods the serious health consequences these people are suffering as a > result to I-70. CDOT's proposal will make that worse. If it goes forward as > planned, I guarantee you there will be lawsuits and CDOT can spend even more > of the taxpayer's money, unnecessarily.² Gallagher said. > > Below are eight key points from the White Paper. The paper, itself is > attached. > > EIGHT KEY POINTS > # 1: Transportation System Planning > * Lack of a common understanding of the Denver region's transportation system > as a whole, and the specific role of I-70 within that system. > * Lack of a system planning approach; not comprehensive or integrated. Does > not address relationship to non-interstate part of the network, such as (a) > parallel and connecting roadway network (including I-270 and I-76), (b) > existing and emerging transit network, (c) the local street network, and (d) > non-automobile transportation modes. > * Transit is virtually missing and other aspects of mobility and accessibility > that would not require additional lanes thus enabling a narrower interstate > footprint in the environmental justice neighborhoods. > * Lack of a system-wide and corridor level strategy for reducing vehicle miles > traveled. No goals set to create a better mode share to reduce driving alone, > and again resulting in not needing to provide additional lanes. > * Lack of application of transportation demand management programs (including > ridesharing, shuttle circulators, and parking management). > * Lack of evaluation of evolving land uses over the next 30-years; does not > address more compact urban development and transit-oriented that is less > reliant on automobile travel > * Unclear whether the I-70 alternative is fully consistent with the DRCOG > Regional Plan; these need to be reconnected and considered within the system > as a whole > * What is needed is a system understanding of the entire regional network with > all modes, and how the I-70 corridor, with its tandem facilities, functions as > part of that system. > # 2: Travel Demand Modeling > * Lack of confidence that the model provides reasonably accurate forecast. > CDOT refers to DRCOG. DRCOG refers to CDOT. > * CDOT and Atkins have been using an old travel demand model and an old future > land use forecast. > * CDOT and Atkins have not kept pace with best modeling practices. They are > not using DRCOG's newest state-of-the- art travel demand model called ³Focus.² > Nor are they using DRCOG's new UrbanSim model. Instead Atkins is using an > out-of-date travel demand model software that cannot factor in highway-induced > development. > * Did not test a full range of highway project alternatives. Did not test an > alternative going from the current 6-lanes to 8-lanes. Did not test an > alternative with frontage roads not immediately adjacent. (8-lane alternative > would have sufficient capacity and eliminate some of the severe impacts on the > community.) Given location in environmental justice neighborhoods, the > cross-section needs to aspire to absolute ³minimum widths² to minimize > impacts. > * The result is an alternative that is wider than a football field is long. > CDOT's alternative maximizes impacts on the environmental justice > neighborhoods of Elyria and Swansea rather than minimizing impacts. > # 3: Managed Lanes > * CDOT is considering a pricing concept for I-70 managed lanes which is > one among the many possible concepts for addressing user fees.</p>				<p>> * The managed lanes aspect ofCDOT's proposal is not well understood by > elected-officials or members of the community. CDOT needs to explain how its > particular managed lanes concept would function in the I-70 corridor. > * Again, CDOT and its partners need to address pricing for the entire system > in metro Denver, connected with regional and local transit, to enable > better-informed decisions regarding lane configurations, termination points, > and access along the I-70 East segment. > # 4: Community and Economic Development > * Efforts are in place to develop community and economic development plans > along with the I-70 East Project, particularly through the North Denver > Cornerstone Collaborative. > * The neighborhoods of Elyria and Swansea have stated a need to establish and > re-establish connectivity. These investments should be decided upon in > advance of any I-70 constructing. > * To minimize disruption in Elyria and Swansea, it may make sense to make > invest in the I-270 project first, prior to construction any construction in > the I-70 corridor. > * Recommend a ³good-neighbor compact² with local businesses and trucking > companies to clamp down on ³cut-through² travel on residential streets. > # 5: Constructability and Construction Impacts > * Impacts during construction on the current alignment regardless of final > alternative will include dust, noise, vibration, disruption of circulation, > diversion of traffic. > * Permanent impacts include removal of families and major adjustments at > Swansea School > # 5: Vasquez/Steele Street > * Relocating the partial Vasquez interchange a half a mile to the east at > Colorado Boulevard. > * The property currently used for the interchange is a significant area for > redevelopment including mixed-income housing, neighborhood serving retail > (perhaps the grocery store the neighborhood desires), and community and/or > civic uses. The area may also accommodate a relocated elementary school. > * Recommendation that an integrated context-sensitive freight system plan be > developed that would address routing of truck traffic out of adjacent > residential areas. An area wide freight system plan would be the appropriate > mechanism for addressing mobility and routing issues of neighboring > jurisdictions, including Commerce City. > # 7: Mobility During Construction > * CDOT needs to develop an advance comprehensive package of mobility-related > projects. Improvements to I-270 first make sense in advance of any > construction on I-70. The package should include neighborhood circulation > issues as well, including multimodal access bility and connectivity > enhancements within and between the environmental justice neighborhoods of > Elyria and Swansea. > # 8: Community Engagement > * Community leaders criticize CDOT's community engagement process. A more > robust process is possible where everyone hears both questions and responses > in order to build consensus within the community. > * Example of the I-15/SR-15 (40th Street) in San Diego. A preferred option > was selected that minimized community impacts, while improving function on > that component of the regional transportation system. Specific community > improvements were agreed to including s covers at several key locations > along the alignment. The project included linkages to regional transit > (existing and planned)and access to transit stations within the highway at > major boulevards. > The American Planning Association is an independent, not-for-profit > educational organization that provides leadership in the development of vital > communities. We measure our success by the successes of our members and the > communities they serve. Information on APA is available at: > https://www.planning.org/aboutapa/ > ></p>			
https://webmail1.web.com/src/read_body.php?passed_id=639&mailbox=INBOX.INBOX... 12/30/2014				https://webmail1.web.com/src/read_body.php?passed_id=639&mailbox=INBOX.INBOX... 12/30/2014			

Comments

Source: Submittal

Document Number: 789

Last: Kinney

First: Steve

Webmail

Page 1 of 1

Inbox

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Options

Current Folder: SDEIS Comments Responded to

Welcome: contactus@i-70east.com

Message List

Delete

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Reply

Reply All

Comment: Project Limits are Incorrectly Defined

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:33 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Hi CDOT,

My comments about the project limits being incorrectly defined are attached in the PDF.

Thank you!

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112521-0001.pdf

138 x [application/pdf]

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Comments

Source: Submittal

Document Number: 789

Last: Kinney

First: Steve

I-70 EAST

ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@Skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222

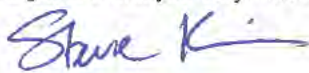
Email: contactus@i-70east.com

CDOT

CO

C-504

January 2016

Comments				Comments			
Source:	Submittal	Document Number:	789	Last:	Kinney	First:	Steve
<p>Reference Executive Summary ES1 and Sections:</p> <p>Regarding "Project Limits" and having a 10,000-foot perspective: Referencing Sections: Executive Summary ES1 Sections 2.1 "regional and statewide trips" and "tourists traveling from DIA to the mountains" Section 2.3</p> <p><i>To try to fix the congestion on I-70 on one side without looking at the other is terribly inappropriate/short-sighted. Freeway expansion on the east side of I-25 ALSO has profound negative consequences to I-70 adjacent communities and I-70 commuters on the west side of I-25.</i></p> <p>The I-70 East project area/ limits are noted from I-25 to Broadway in the document, exhibit 2-1 and the Transportation impacts study area, exhibit 4-1, are not the same.</p> <p>The long-term implications, for this project reaches much father west than either of these identified boundaries. Absolutely it stretches west into Jefferson County to Wadsworth, or beyond. Based upon the plan as outlined, and looking at this from the 10,000-foot level, Highway Engineers on this project are essentially being allowed to be Urban Planners for the northern half of the metro-Denver area. Urban Planners should be involved in the 50-100 year planning for this corridor and for this side of the Metro Area, not simply letting Freeway engineers operate in this capacity.</p> <p>Section 2.3 indicates "I-25 was selected as the western limit because of the high diversion of traffic to both north and southbound I-25. Between 50 present and 60 percent of traffic traveling westbound on I-70 continues on past I-25".</p> <p>This statement contained in the SDEIS, as well as many written and verbal statements by CDOT representatives, suggest that there is zero traffic entering I-70 westbound from either direction of I-25 – which is highly inaccurate. While the total traffic count may be slightly greater on I-70 one exit east of I-25 than there is on I-70 one exit west of I-70, this is a gross misrepresentation. There are significant congestion issues on I-70 on both sides of I-25. It should be noted that at many times of the day, it is the observation of this commenter, that roughly 70%+ of the I-70 westbound traffic continues westbound on I-70 at I-25 – the traffic numbers should be double-checked and/or confirmed that the numbers being referenced are averages throughout a 24-hour period.</p> <p>The problems include, but are not limited to, reduced property values, health, safety and many other factors. The communities impacted by day-to-day air pollution, sound pollution, vibration, congestion, traffic safety issues, ongoing maintenance issues, airborne contamination issues are Elyria, Swansea and Globeville. Montbello, Aurora.</p> <p>Due to digging into the Asarco Superfund site for freeway expansion on the east side of I-25, the communities that will be impacted by this decision for airborne contamination includes Elyria, Swansea, Globeville and most-likely also: Stapleton, Park Hill, Northfield, Commerce City, Cole, Clayton, Whittier, Five Points, Skyland/North City Park, West City Park, Central Business district/downtown, LoDo, Sunnyside, Chaffee Park and any communities along the route for disposal of this dirt, obviously including the final</p>				<p>destination for the disposal and downwind areas from that. Here is information about "what lies beneath" the Asarco Superfund Site: http://www2.epa.gov/region8/asarco-inc-globe-plant</p> <p>If a similar expansion were eventually to be needed on both sides of I-25, the implications to neighborhoods/people/housing/schools/communities would be many-times more complex, winch incredibly-more homes along the freeway. Those additional communities which are directly and indirectly-impacted by this decision include, but are not limited to: Chaffee Park, Sunnyside, Regis, Berkeley, Inspiration Point, Lakeside, Wheat Ridge. Approximately 4,000 homes are within "the one-mile buffer" the I-70 freeway in these neighborhoods.</p> <p>Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route.</p> <p>For those of you reviewing this thank you very much for all that you are doing.</p> <p>Steve Kinney 4876 Tennyson St Denver, CO 80212 Steve@skinneyproperty.com</p> 			

Comments

Source: Submittal

Document Number: 790

Last: Kinney

First: Steve

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Comment: Logistics & Construction Delays

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:37 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Heres another one. Please note that this one is the only one from me that suggests the possibility of a compromise. Maybe a compromise that we could live with [its my idea and to-date I've discussed it with no-one] and that the elected officials could live with, but not sure of what CDOT wants. We can brainstorm all you like. I'll bring sandwiches and chat with anyone about this

Thank you!

Regards,

Steve

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

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131 x [application/pdf]

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Document Number: 790

Last: Kinney

First: Steve

I-70 EAST

ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com

CDOT

CO

C-506

January 2016

Comments

Source: Submittal

Document Number: 790

Last: Kinney

First: Steve

Logistics & Construction Delays

As I sit in construction delays, I often contemplate what a luxury it would be if a modern day city could have all of its infrastructure installed and completed before the people moved-in. Interestingly, re-routing I-70 onto I-270 and I-76 would partially allow that to be done.

In comparison to TREC, expanding on I-270 and I-76 would be easy because there is already such a large right of way and because there are so few communities that would be disrupted. With a re-route, the new alternative infrastructure could all be done before any traffic needs to migrate to it. Then, dismantling the viaduct sections would be incredibly-easier, because an alternative route would exist.

The concept of – and the logistical feats needed to be taking the existing elevated freeway to grade and then eventually into a trench boggles my mind. Even without contamination lurking beneath 46th Avenue, certainly, it will be a far more complicated process than even the Glenwood Canyon project. It will be the worst in metro-Denver history.

Why do we want to put ourselves through this? Even once complete, its going to fail from a flow & bottleneaking perspective at I-25 – this is going to be a PR nightmare comparable to The Big Dig, not a Legacy Project that makes someone proud. It is going to fail in terms of safety. It is going to fail in terms of costs of maintenance [below water table] and snow removal and drainage costs. Its going to fail the communities it further-destroys. It is going to be the epic fail in terms of nightmare of expansion in NW Denver. When the Highland Mommies hear that CDOT is formally planning to widen the freeway through their communities, watch-out CDOT, your are going to have the battle of the Century on your hands [see last year's Westword article on The Highland Mommies Group. The re-route onto I-270 and I-76 causes the nightmares to be reduced by 80%+, so why has it not been studied?

Collectively millions of hours wasted in commuter delays that don't need to be with another alternative? How is that time factored into this SDEIS? How is the pollution of idling cars in a traffic jam computed into this scenario comparing the alternatives [including the re-route alternative]? Why not study the re-route, which appears it could cost half as much money and solve the I-70 congestion issues on both sides of the I-25 freeway.

Do we really need the toll road? I don't think so, but if the demand is really that great, then maybe we allow a PPP to build a two-lane toll road above the boulevard. Make it one that can change directions – but make sure that there it doesn't prevent trees along the boulevard. And, to minimize the detriment to the community from increased pollution, the toll lanes need to allow Hybrids in for free and busses [ideally electric or CNG] for free. Some small percentage of the tolls from non-hybrid and non-public vehicles goes to the communities it passes through [and poisons]...

Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route.

For those of you reviewing this thank you very much for all that you are doing.

Steve Kinney

4876 Tennyson St

Denver, CO 80212

Steve@skinneyproperty.com

Comments

Source: Submittal

Document Number: 791

Last: Kinney

First: Steve

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Comment: Study Area and Project Limits

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:40 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Ok, time for a vacation for a day or two from this. I may be getting senile or worn-out. I think I wrote two of these that may be similar, but submitting both – so here is another as another PDF. This one has some cool photos in it.

Thank you!

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

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January 2016

C-507

Comments

Source: Submittal

Document Number: 791

Last: Kinney

First Steve



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 14, 2014.

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Date: 10/30/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@SKinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

- ☒ Air quality ☒ Environmental justice ☐ Financing ☐ Hazardous materials ☒ Historic
☒ Managed lanes ☒ Noise ☒ Property impacts ☒ Swansea Elementary ☐ Visual
☒ Preliminary identified preferred alternative ☒ Truck traffic ☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Comments

Source: Submittal

Document Number: 791

Last: Kinney

First Steve

The SDEIS for the I-70-east project is deficient/flawed because: **Affected Communities / Project Area / Study Area / Project Limits Definition are Each Defined Incorrectly.**

Reference Sections 2.3, 2.4, 2.5.2, 3.5, 5.1.1, 5.20, 7.6.

Why did CDOT not look at all of the related/tandem highway facilities in this study? Shouldn't all nearby highways need to be studied together? That has not occurred here as it relates to I-270 and I-76. If it had, wouldn't then the Project/Study Area and Project Limits definition be expanded west to at least Kipling? Are there not long-term implications of how the freeway currently impacts I-70-adjacent communities and how it will impact many I-70-adjacent communities in the future are very-much hinging on the decision for this I-70-east project?


This SDEIS should be planning the long-term outcomes of I-70 on both sides of I-25 because what happens on one side is virtually-certain to eventually occur on the other.

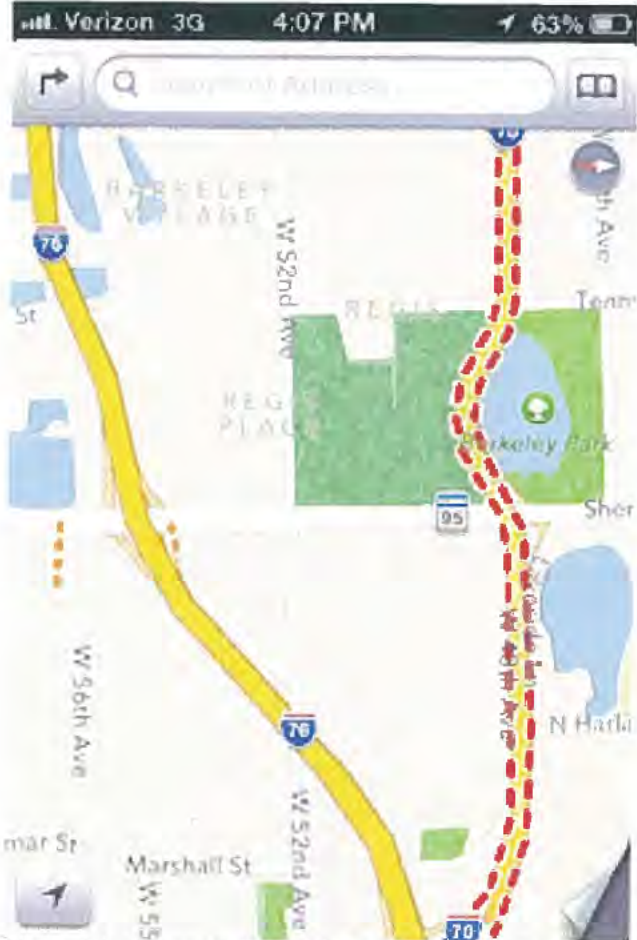
With this approach, aren't we allowing CDOT's highway engineers, by default, to be the urban planners who are making the decisions about how the north side of metro-Denver will look for the next 50-100 years? This is NOT appropriate. Why not have urban planners planning the future of the City?



Above is a photo of what we get in & **through** our neighborhoods [in this case through Globeville] when we let highway engineers be urban planners. This is **not** acceptable.

With such incredible resources to be committed to this project and with a long-term contract with a PPP, the decision that is made with regard to I-70-east, by default, defines and

Comments			
Source: Submittal	Document Number: 791	Last: Kinney	First: Steve
<p>significantly limits the possibilities for I-70 expansion west of I-25.</p> <p>Due to effects [near-term, mid-term and long-term] to many communities, shouldn't the project area, at a minimum, extend an additional five miles west, to a point that is west of where I-76 ties into I-70, near Wadsworth? Without doing so, isn't this a horribly myopic view of the entire need, scope and area of the project? Shouldn't I-270 and I-76 [from I-70 to just east of I-25] as well as I-25 from Park Avenue to 58th be understood as a part of the larger picture? Doesn't what happens on each of the four directly will impact each of the others long-term, mid-term and to some degree short-term as well?</p> <p>Isn't there a connection that is easily made by looking at the proposed I-70 east expansion, which will be ten lanes plus four additional feeder road lanes & is vastly wider and larger than the six lanes from west of I-25 to a point west of Harlan? At approximately Harlan, for nearly three miles, isn't the freeway is currently ten lanes in width plus frontage road lanes adjacent to the freeway in some locations? Aren't there are plans to widen other sections of I-70 west of Denver? Will this bottleneck from Harlan to I-25 not be obvious to virtually everyone? Why is it that isn't acknowledging this obvious problem?</p> <p>Wouldn't the Chaffee Park, Sunnyside, Regis, Inspiration Point, Berkeley, Mountain View and Lakeside Communities would be significantly-negatively impacted <i>when</i>, not if, the bottleneck that will exist between two significantly-widened sections is deemed a problem? It is my opinion that it will be deemed a problem before the proposed I-70 east roadway is opened.</p> <p>Stop & go traffic is commonplace on I-70 from Sheridan Boulevard to I-25 for several hours each weekday, usually in both directions.</p>  <p>I-70 [west of I-25] eastbound back-up @ Berkeley Lake Park. Sunday, June 30, 2013, 7:45 PM. Freeway closed for three hours for accident investigation – likely a fatal accident. More than half of all weekdays, this section of the freeway is stop and go for several hours each weekday.</p>			

Comments			
Source: Submittal	Document Number: 791	Last: Kinney	First: Steve
 <p>Above is the iPhone traffic overlay at 4:00 PM on a weekday showing the typical slow-moving traffic on I-70 [west side of I-25] through NW Denver. The traffic on I-76 usually moves far more rapidly. And, along I-76, its not immediately adjacent to neighborhoods.</p> <p>The I-270 / I-76 re-route is expected to <i>solve</i> the I-70 congestion issues on <i>both sides</i> of I-70, with practically <i>no impact</i> to any <i>neighborhoods</i> for what is expected to be <i>half the costs</i> of the I-70-east trench. I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.</p> <p>Steve Kinney <i>Steve Ki</i> Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>			

Comments

Source: Submittal

Document Number: 792

Last: Kinney

First: Steve

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Comment: 1,224 An Addl People Requesting SEIS on 270/76 Re-Route

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:42 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Note: there are three attachments here that make-up one comment.

Thank you!

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

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12/30/2014

Petition signatures attached to this comment are included in the electronic file.


Comments

Source: Submittal

Document Number: 792

Last: Kinney

First: Steve



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.

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Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@Skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****


Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation


2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com



C-510

January 2016

Comments				Comments
Source: Submittal	Document Number: 792	Last: Kinney	First: Steve	
<p>Reference Sections 1.4, 1.11, 5, 7.1, 7.6, 7.7, 7.8 of the SDEIS:</p> <p>In addition to more than 500 individual comments to CDOT and elected officials specifically asking for a SEIS to be performed on the I-270/I-76 re-route, THEN AN ADDITIONAL 1,200+ individuals signed the following petition: (NOTE TWO SIDED)</p> <p>→ (1224)</p> <p>We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting of I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.</p> <p>These signed petitions are attached and being re-submitted for your review. These should each be counted as being strongly supporting a supplemental EIS to be completed of the I-270 and I-76 re-route and simultaneously counted strongly in opposition to the plans outlined in the SDEIS until the two can be fairly compared to each another.</p> <p>Steve Kinney  Residing in Denver at 4876 Tennyson St. Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>				

Comments

Source: Submittal

Document Number: 793

Last: Kinney

First: Steve

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Comment: Safety of the Freeway

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:30 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Comment attached.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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12/30/2014


Comments

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Document Number: 793

Last: Kinney

First: Steve



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com



CO

CDOT

C-512

January 2016

Comments				Comments			
Source:	Submittal	Document Number:	793	Last:	Kinney	First:	Steve
<p>Reference Safety of the freeway:</p> <p>Reference Section 2.5.4 notes "In the project area, I-70 generally experiences more traffic crashes than the state average for urban freeways. These crashes cause unpredictable and unavoidable traffic congestion, which adds to or worsens the already existing congestion from demand that exceeds the normal roadway capacity..."</p> <p>RE: The Willis Case Death Curve:</p> <p>On I-70, between Tennyson and Sheridan there is a horrible curve that could probably never be built today based upon what is known about safety and freeways. On average, I have seen & heard a crash every week on this curve for ten years. And, if I've seen that many, there must be three or four times more that I don't see.</p> <p>On this same curve, I've seen two big trucks end-up going through/over the guard rail and end-up on the Willis Case Golf Course and one more teetering over the top of Berkeley Lake Park almost to the Tennyson overpass.</p> <p>On this same curve, I have seen on four occasions the freeway closed for several hours for accident investigation. I don't have details, but expect that an Interstate Highway is <i>only</i> closed for this amount of time when there is a fatal accident.</p> <p>A re-route of I-70 and conversion of the highway from Harlan to Central Park Blvd would greatly-reduce accidents on this treacherous curve. That most-likely translates into preventing deaths and greatly reducing injury and property damage on this awful curve. Why not evaluate this I-76 & I-270 re-route?</p> <p>RE: A Trench Isn't Safe:</p> <ul style="list-style-type: none">• ICE! Deep within a trench and likely with walls on the top intended to prevent people and animals from falling-into the trench, especially in late December & early January, when the sun is low in the sky, the eastbound lanes will get NO direct sunlight. There will probably be inconsistent icing, especially in the toll lanes on the westbound side. Imagine the crashes that will occur.• Snow removal. How do they effectively and efficiently [including expense] remove snow from within the trench?• The up-to 900 foot long lid that's proposed will cause variable conditions for ice, for unnecessary braking [the I-70 eastbound traffic debacle coming out of the mountains almost always originates at and breaks-free after the Idaho Springs tunnels].• The lid is going to cause variable light conditions. Not everyone's eyes adjust the same. Can you recall the crashes that used to occur at the Stapleton Airport runway tunnels? Don Martin, "the SkySpy", the traffic reporter in the 1970s & 1980s on nearly a daily basis, was reporting "back-up beginning at the airport tunnels" or "crash at the airport tunnels".• What amount of chemicals will need to be poured into the trench and then end-up in the Platte River for minimizing freezing? What are the environmental concerns of that chemical airborne from spraying during application or spray from vehicles driving on it?• How will crash recovery occur if exits are removed? Will fire stations be moved? Or will rescue vehicles be on-site as they are at the Eisenhower / Johnson tunnels?• Will there be escape staircases out of the trench so that when it floods, people can escape without potentially having to walk 4,100 feet if they happen to be in the middle when their				<p>car stalls in rising water?</p> <ul style="list-style-type: none">• Please explain the "Venturi Effect" and how the gigantic pile-up on I-25 in 2013 might be prevented in this case, especially when this freeway, unlike I-25 will be very limited in terms of the natural wintertime light compared to I-25 that receives much sunlight. <p>Commuter Safety</p> <p>Section 2.5.3 says" This increase in traffic will result in more hours of congestion, longer delays, and increased potential for crashes". Does CDOT not agree that if a re-route were done and 40% of the traffic were moved to a surface level path with very few complicating safety factors and the existing path kept 40% of the traffic on the same # of lanes as exists currently, but at much lower posted speed limits, that the net benefit in safety would not be significant? These numbers are from a combination of CDOT's numbers in a letter to Dennis Gallagher and the study done by CU's Graduate School of Urban Planning.</p> <p>Section 2.5.4 "In the project area, I-70 generally experiences more traffic crashes than the state average for urban freeway" ...and CDOT wants to add the following variables to worsen the equation: variable light with a lid, a shadowed trench, elevation changes, potentially more-complicated exists due to grade differentials, 30-40% more traffic, toll lanes... [wow!]</p> <p>Reference Section 4.1.2 "Rear-end collisions and sideswipes are the predominant crash types, which indicate corridor-wide congestion and/or inadequate auxiliary lanes." And CDOT thinks that plunking the freeway into an icy trench and adding a cover for the added benefit of not being able to see and variable icing conditions is going to help?</p> <p>Section 4.1.3, page 4-15: "Higher speeds, or lower levels of congestion, result in shorter travel times, or better mobility. Speed also can reduce safety on a facility..." Does this not beg for the "facility" that is within and adjacent to many communities to be a boulevard, not a freeway? CDOT, where is the traffic modeling that shows the lower total number of trips because people tie trips together [more stops along the way, rather than a special trip] when you get them off the freeway?</p> <p>Section 4.3.1 Page 4-28 How do the project alternatives affect safety : has virtually nothing in it aside from suggesting that commuter safety will be improved. Are the concerns regarding: no direct sunlight, the venturi effect, the shadowing from lids, the below the water table and other factors not deemed "safety"? What about safety of the community from contaminated soil and contaminated water in their basements? What about kids getting to school? Contractors building an incredibly complex project are at risk, no? Commuter safety during the project should be a factor as well. All should be outlined in this section, not in another addendum. Its referencing two addendum's. Why not in here? Isn't this of utmost importance?</p> <p>Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route</p> <p>For those of you reviewing this thank you very much for all that you are doing.</p> <p>Steve Kinney 4876 Tennyson St Denver, CO 80212 Steve@skinneyproperty.com</p>			

Comments

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Document Number: 794

Last: Kinney

First: Steve

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Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 1:51 pm

To: webmastercc@i-70east.com (more)

Priority: Normal

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email: steve@skinneyproperty.com

name: steve Kinney

address: 4876 Tennyson

city: Denver

state: CO

zip_code: 80212

phone: 303-475-8200

comment_topic: Hazardous Materials,Preliminarily Identified Preferred Alternative,Visual,Truck Traffic,Other

comments: Regarding safety: Potential freeway flooding is a big concern. In the past 18 months, we've experienced unprecedented flooding in the Denver metro area. Many other areas are having similar problems, Phoenix is a perfect example, where they have had repeated freeway flooding in the past few months and loss of life from people drowning in their cars on the freeway. A gravity-fed drainage system with such a small grade to it is going to clog with sediment. Its not steep enough. Sand. Gravel. Car parts. Debris flying off of & out of trucks. Tire chunks. Trash that blows-in from the kids playing on top of the freeway. Blowing leaves. And, much more will all clog this system. For the first few months, when the tubes are not clogged, the water will flow down to pumps that simply won't be able to keep up in heavy rainfall. Maintenance on the pumps will be significant. What does copious amounts of Mag Chloride do to the pumps? Does the Platte River mind getting incred ble al mounts of de-icing agent? What is the annual projected costs for drainage system maintenance? What amount of chemical de-icing will be necessary? How does this compare to an at-grade freeway that has sunlight on it? Lets build a project that has maintenance costs similar to a Toyota, rather than building one that will be l ke maintaining a '60s MG as a daily driver. The trench will be like an MG in my car analogy here. Thank you for listening.

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REMOTE_ADDR=70.196.203.120

HTTP_USER_AGENT=Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_4) AppleWebKit/537.77.4 (KHTML, l ke Gecko) Version/7.0.5 Safari/537.77.4

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HTTP_REFERER=http://www.i-70east.com/comment-form.html

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Document Number: 795

Last: Kinney

First: Steve

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Comment: Entourage of 99 to Seattle

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:21 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Hi again,

Yes, another one from me. Sorry to be overloading your inbox, but these are important. This one is short and easy\$:-)

Thank you for working on this.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

>

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[application/pdf]

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Source: Submittal

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Last: Kinney

First Steve



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

**Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 14, 2014.**

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/30/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization: _____

Address (required): 4876 Tennyson St

City/State/Zip: DENVER CO 80217

Email: Steve@SKinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality ☒ Environmental justice ☐ Financing ☐ Hazardous materials ☒ Historic
☒ Managed lanes ☒ Noise ☒ Property impacts ☒ Swansea Elementary ☐ Visual
☒ Preliminary identified preferred alternative ☒ Truck traffic ☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

Continue on back for more space

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Comments

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Document Number: 795

Last: Kinney

First Steve

As reported June 5, 2014 in The Denver Post:

DENVER AND THE WEST

Large Denver group, including mayor, to visit Seattle for urban study

By Jon Murray
The Denver Post

A contingent of 99 people from Denver city government and the downtown business and nonprofit worlds will head to Seattle Sunday for an urban study trip.
[story continues...]


Regarding the entourage of 99 people from Denver went to Seattle to look at a freeway cover:

- What organization(s) sponsored or paid for the travel expense, dining expenses, lodging expense and miscellaneous expenses for each of these people? If it was an organization like the Downtown Denver Partnership, was there a specific funding source to/through the DDP that supported it?
- Do the "sponsors" have any possibility of winning work on a contract for this projects
- Who was on this trip and who are they affiliated with?
- Were there presentations made? If so, by whom?

Were there similar trips to cities like Dallas? Same questions as above with regard to who participated, who paid, who presented.

When were the corresponding trip(s) to San Francisco, New York City, Milwaukee or other cities to see a case study of where an elevated freeway was removed and converted to a boulevard? Same questions as above with regard to who participated, who paid, who presented.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney 
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs
Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Comments

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Comment: 53 is the same as 76+, no?

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:27 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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A house is only four walls and a roof to some. To others, its a lot more.

My comment about this is attached in a PDF.

Regards,

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine
among Denver's 5-STAR Residential Real Estate Brokers.

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First: Steve



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Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below


Please see attached e-mailed PDFs.

Thank you!

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Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

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Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



C-516

January 2016

Comments				Comments			
Source:	Submittal	Document Number:	796	Last:	Kinney	First	Steve
<p>The SDEIS for the I-70-east project is deficient/flawed because of the lack of compassion in looking at: the value & importance of 75+/- dwelling units – and the impact that the loss of those homes creates in the community</p> <p>Referencing Sections: 3.5, 5.2, 5.3, 5.4, 5.5, 7.4, Attachment G</p> <p>The Elyria, Swansea and Globeville neighborhoods each currently have I-70 running nearly through the middle of them. There is a chasm already. The neighborhoods are badly affected. There are many claims by CDOT that the preferred alternative [preferred by whom?] will re-connect the community. What are the assessment by sociologists and urban planners who are not associated with CDOT and the City & County of Denver? Specifically: (1) Does this preferred alternative connect the communities better than they are connected today? – I expect that they would say “NO!!!” (2) Is there any option [with the inclusion of the I-270/I-76 re-route] that would better-connect the communities? – I expect that they would say “ABSOLUTELY, yes, the I-270/I-76 re-route does”.</p> <p>76 Dwelling units + 20+/- businesses vs. 8-12 businesses plus a portion of a few more businesses & a few houses</p> <p>I’m not suggesting that either option is ok, but what I see and hear makes me feel sick: If the I-70 expansion were to be to the southern side of the existing right of way, incredibly-fewer homes would be taken. But, one big dog food plant would be impacted. That is an incredibly-clear demonstration of the greed and lack of compassion that exists with this project. If the I-76/I-270 re-route were to occur, incredibly-fewer homes would be taken, yet it has never been studied...</p> <p>Attachment G breaks-out income levels of residents [table 13, among others] and dwelling units by value [table 14, among others]. My take-away from this is to suggest that a resident with a lower income and a home with a lower value is deemed less important. I don’t think that this is appropriate and seems to me to be discrimination and further-demonstrates the social justice issues in-play with this project.</p> <p>What is a house?</p> <p>To many, a house is more than just four walls and a roof, but this process suggests that it is only that. For many, its something entirely-different – a home and family is to some degree what defines their lives.</p> <p>Moving is one of the three most stressful things that people do in their lives. Losing a loved-one and changing jobs are the other two.</p> <p>In many older neighborhoods, elderly people, often eventually single, very-much rely on their neighbors for support. If one is forced to move, it can have life-changing consequences in someone’s emotional and mental heath.</p> <p>Imagine a widow or widower who feels safe in the house that his/her deceased spouse worked for many years to make feel safe, comfortable, warm, full of love & protecting them. Then, without a choice, they must leave. Even if the relocation package is fair, this is a horribly-sad event for many. As a Realtor, I am often in tears seeing an elderly person’s</p>				<p>pain and agony when leaving a long-time home, even when its their choice and they are moving voluntarily to be closer to a child or to a warmer climate.</p> <p>A forced move can have significant & awful safety-net and social-network consequences, regardless of whether the CDOT relocation package was fair in a monetary sense. In Elyria or in Swansea, back in April or May, I witnessed an example of this: a woman was bringing groceries to her elderly next-door neighbor. It was an easy thing for the woman to shop for both her own family and the neighbor. Assuming I understood the conversation [in Spanish] correctly, the elderly woman had babysat the next-door neighbor 30-35 years earlier. The woman’s kids help the elderly woman with her yard work and snow removal. There was a connection that was obviously strong. Very-sadly, if one or both of those two residents must move to make way for freeway expansion, that connection and the opportunity for assistance will probably be lost forever. Will the elderly woman then need to pay for grocery delivery or a taxi to the grocery store? Worse, will she lose the social connection and love that is very needed in people’s lives? Will she will lose her connection to what is probably currently one of her only friends she sees in-person regularly? I hope she is going to be ok, but expect there will be huge amount of loss, pain and sadness.</p> <p>In some people’s opinions, the lucky ones are forced to leave. The unlucky ones are left in a dirtier, louder, more-isolated, more-polluted and less-valuable neighborhood. CDOT will not compensate owners of homes that are eventually closer to the freeway nor will they offer to relocate these people [despite suggestions to the contrary by Denver CW Montero & Ortega], which is not acceptable. The property value of a home near the freeway decreases by about 3% per house if it is closer to the freeway. And, the one next to a busy feeder road and unprotected from such a road takes a further ding in value of an additional 8-10% on top of what’s noted above.</p> <p>Financial Consequences to an Optional Move</p> <p>A move because of the widened freeway can have significant financial consequences, regardless of whether the move is required or not. Many will decide that for health reasons, for sanity reasons, for peace & quiet reasons, for child-safety reasons or for many other reasons, that they need to move away. I am among them. As a resident of an I-70 adjacent community, I am confident that if the freeway is widened, I will choose to leave. I will lose A LOT of time/energy/effort/money as a result.</p> <p>I’ve invested a lot of money into an amazing home that I love! It may sound dumb, but I will suffer a feeling of abandonment to this home that would be similar to me intentionally abandoning my cat on the side of a highway. I am incredibly-emotionally attached to this home.</p> <p>I am one of the fortunate ones who can afford to sell my house and move to another location [many are not able to get a new loan or can afford to move]. With the threat of freeway expansion, my home would absolutely be worth less money. Worse, I’ve worked for 11 years to make my house exactly as I want it to be, consciously making choices that are best for me, not for resale value. I have a \$30,000 four-car garage, a \$3,000 shed, a \$28,000 photo voltaic solar system, new plumbing, new electrical, an amazing \$8,000 three-tiered flagstone retaining wall in my front yard and other renovations that won’t get more than 20-</p>			

Comments

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First: Steve

40% return on those investments – which I was ok spending that amount of money, expecting that I'd be in this house for 30+ years. For me alone, a decision to widen the freeway will result in a loss of \$50,000+ and many hundreds of hours of work on my home.

+ real estate commissions, moving expenses, etc.

My situation noted here is at least partially-applicable to approximately 3,642 residences [parcel #s, so the total number of dwelling units is probably somewhat higher] that are within 1,000 feet of I-70 between Stapleton's Central Park Boulevard and Wadsworth. Do you know how many people reside within 1,000 feet of I-76 or I-270? I don't know the answer to the question, but expect the number is lower than 25.

I understand that change is inevitable. But, when there is what appears to be a far more-logical and a far more fiscally-responsible method of fixing the congestion problem at-hand. The I-270 / I-76 re-route is expected to **solve** the I-70 congestion issues on **both sides** of I-70, with practically **no impact** to any **neighborhoods** for what is expected to be **half the costs** of the I-70-east trench. It **MUST** be studied.

Steve Ki

Steve Kinney, Realtor for 14 years, having sold 300+ homes, with the majority of those in I-70 adjacent &/or I-70-impacted neighborhoods.
Living at 4876 Tennyson Street Denver, CO 80212 beginning in 2004 and working in every Central Denver neighborhood as a Realtor since 2001.
Steve@SKinneyProperty.com

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Comment: "No Action" is actually a Whole Lotta' Action

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:28 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

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Thank you for reviewing and responding.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

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Source: Submittal	Document Number: 797	Last: Kinney	First: Steve	Source: Submittal	Document Number: 797	Last: Kinney	First: Steve															
<div style="text-align: center;"> I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.</div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: <u>10/30/14</u> Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p> <p>Name (required): <u>STEVE KINNEY</u></p> <p>Organization: _____</p> <p>Address (required): <u>4876 TENNYSON ST</u></p> <p>City/State/Zip: <u>DENVER CO 80212</u></p> <p>Email: <u>Steve@SKinneyproperty.com</u></p> <p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p> <table border="0"><tr><td><input checked="" type="checkbox"/> Air quality</td><td><input checked="" type="checkbox"/> Environmental justice</td><td><input type="checkbox"/> Financing</td><td><input type="checkbox"/> Hazardous materials</td><td><input checked="" type="checkbox"/> Historic</td></tr><tr><td><input checked="" type="checkbox"/> Managed lanes</td><td><input checked="" type="checkbox"/> Noise</td><td><input checked="" type="checkbox"/> Property impacts</td><td><input checked="" type="checkbox"/> Swansea Elementary</td><td><input type="checkbox"/> Visual</td></tr><tr><td><input checked="" type="checkbox"/> Preliminary identified preferred alternative</td><td><input checked="" type="checkbox"/> Truck traffic</td><td><input checked="" type="checkbox"/> Other</td><td></td><td></td></tr></table> <p style="text-align: center;">Please print your comment on the Supplemental Draft EIS legibly below</p> <p><u>Please see attached e-mailed PDFs.</u></p> <p><u>Thank you!</u></p> <p style="text-align: center;">****Continue on back for more space****</p> <p style="text-align: center;">Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p> <div style="text-align: center;"></div>				<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input checked="" type="checkbox"/> Historic	<input checked="" type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input checked="" type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual	<input checked="" type="checkbox"/> Preliminary identified preferred alternative	<input checked="" type="checkbox"/> Truck traffic	<input checked="" type="checkbox"/> Other			<p>The SDEIS is unacceptable [specifically section 3.6] because "No Action Alternative" contained within the SDEIS is not that at all.</p> <p>Why does CDOT refer to the an alternative as "No Action" when there is great action, including: displacement of 13-14 dwelling units [their numbers are not to be trusted], 5-15 businesses, part of a school property?</p> <p>How is this "no action" by using a common use of those words? Making such a disruption in the community, is a <u>whole lot of action</u> in my opinion!!!</p> <p>Just one word that doesn't fairly represent the situation can throw-off perceptions greatly.</p> <p>"No Action" should mean nothing more than that ongoing maintenance and repairs will occur.</p> <p>The option that re-makes the existing freeway into the same number of lanes, but in compliance with existing rules and regulations could easily have a name of:</p> <ul style="list-style-type: none">• "bringing up to current standards option"• "adding updates to existing freeway configuration"• "most-minimal expansion, only to comply with new rules"• "updating to current standards option" <p>With "no action" here in this SDEIS actually translating to "a lot of action/disruption/loss of home value/ heart ache/ increase in negative health consequences/ loss of connectivity/relocations/additional noise/increased safety & maintenance & drainage issues, I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.</p> <p>Steve Kinney <u>Steve Kin</u> Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>			
<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input checked="" type="checkbox"/> Historic																		
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<input checked="" type="checkbox"/> Preliminary identified preferred alternative	<input checked="" type="checkbox"/> Truck traffic	<input checked="" type="checkbox"/> Other																				

Comments

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Comment: EO 13166

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:29 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Attached is a follow-up comment about EO 13166.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112238-0001.pdf

934 k

[application/pdf]

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12/30/2014


Comments

Source: Submittal

Document Number: 798

Last: Kinney

First: Steve



I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****


Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com



C-520

January 2016

Comments				Comments			
Source:	Submittal	Document Number:	798	Source:	Submittal	Document Number:	798
Last:	Kinney	First:	Steve	Last:	Kinney	First:	Steve
<p>The SDEIS for the I-70-east project is deficient/flawed because: <u>Incorrectly Prioritizing of Comments / Spanish Audiences, Inadequate Outreach & Interpretation of EO 13166</u></p> <p>Reference Sections: 1.11, 5.2.3, 5.2.4, 5.2.6, 5.3, 5.5, 5.20, 7.</p> <p>Is it or is it not the opinion of CDOT and Denver City Council Members that comments from Globeville/Elyria/Swansea [GES] are more-important than comments from others? Shouldn't this be concerning because it sends a message to interested parties living outside of GES that their comments are not worthwhile, and therefore they chose to not make comments, expecting that their efforts would be wasted because the comments would be minimized or thrown-out? First-hand, I've heard this train of thought from interested parties many times while discussing this topic at community events.</p> <p>En Espanol Section Written in English</p> <p>Aren't 80-85% of the Globeville, Elyria & Swansea community Latino? Are the majority of these individuals speaking Spanish as their only or as their first language? If so, if CDOT wants comments from GES, wouldn't it make sense to produce documents in Spanish?</p> <p>Thad Tecza and I made a formal comment about this. We received a response that pointed us to a resource [Executive Order 13166]. It is my interpretation of this EO that CDOT's efforts are absolutely not sufficient to reach this community.</p> <p>There is an Executive Summary translated to Spanish. As of mid-October 2014, wasn't the SDEIS book and its appendices are only written in English? As of mid-October 2014, wasn't the "En Espanol" section [attached] of the I-70-east website has headlines in Spanish, but the body text is mostly written in English? To get to the Spanish comment page, did someone need to find it via directions that were written in English on the En Espanol page? Whether intentional or not, inst this very-clearly telling the Spanish-speaking people how much CDOT <i>really</i> wants their opinion?</p> <p>The CDOT Office</p> <p>CDOT's response to my concern will be something to the effect of: CDOT has opened an office in the community, staffed by Spanish speaking representatives who can translate any portion of the document... Has anyone considered that many Spanish-speaking people don't choose to "walk into a governmental office" the way that some English-speaking people might be more likely to do? Secondly, is anyone aware that these communities work very hard and very many hours and many have significant family commitments? CDOT's office hours 10-7, Monday-Thursday and three hours on Friday and Saturday mornings isn't enough in my opinion. Less weekday, daytime hours and one weeknight late and more time on a weekend seems appropriate to me.</p> <p>How many people walk into this neighborhood office? Its been my observation its VERY few. Five of the five times I've been in that office, there were no other guests present. Is it not correct that practically no one walks into that office as evidenced by the sign-in sheets that demonstrated that there was nearly four weeks of time elapsed for one-half of the sign-in sheet [assuming that most people sign-in as staffers request that they do] – and confirmation by staffers: "practically no one ever comes in here" on Thursday, October 16, 2014? Doesn't this beg the question: If all of the three or four [at a time] staffers are there waiting [some playing on their phones] for no one to come in, why are they either not translating the website and other documents to Spanish and/or going out into the community</p>				<p>to talk to people?</p> <p>Overcoming a Cultural Obstacle – It Isn't Hard, But Hasn't Been Done in Community Outreach To-Date for This Project</p> <p>Is it possible that there is a cultural element that has been overlooked in CDOT's outreach efforts as it relates to some immigrant populations? Is it not correct that many Spanish speakers or their parents have come from cultures where they've learned that regardless of whether they engage in public comment, their voices won't be heard and therefore they don't come to meetings? Add to that the repeated bad/overlooked/un-just treatment that minority populations, including to those living in Globeville, Elyria & Swansea. This results in a public that is not sufficiently and appropriately represented in terms of comments. It doesn't take much to overcome these issues. As I experienced, walking door to door, one is able to hear A LOT of opinions.</p> <p>Based upon some of the messages I hear from CDOT, I don't think that CDOT has walked the neighborhood asking for comments. I've walked the streets and talked to many people. I had copies of CDOT's maps in-hand showing the PCLA. Clearly, for 80%+ of the people I spoke to, it was the first time that they had heard or heard anything that contained any detail. Many politely asked for a copy of my maps. On many occasions, I gave them my map, later brought them a map or told them which libraries had them. This is NOT acceptable that such a high percentage of people don't know what's about to happen to them. In many cases, these people's homes are going to be taken.</p> <p>My observations are not the only ones suggesting that the outreach is inadequate. Attached is a copy of a survey that was done by a community organization. I was not a part of this survey and can not speak to its methodology, but having worked with market & opinion research professionals many years, ago, it looks to me that its well-done and statistically-valid.</p> <p>Stopping Comments</p> <p>CW Judy Montero, who has an agenda to get this project through, has been sabotaging the public comment process, possibly with CDOT's help. CW Montero and her staffers [and possibly more people] are aggressively pushing for signatures. On the bottom of their petition, it notes: "By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement." CDOT has made it extremely clear to UNMD that no entity can collect public comments. Comments must go directly to CDOT. Sadly, people think that they are making a comment, but it will not be counted. I think that each signature received from this mitigation petition shall be counted as a very strong statement saying that this project shall not proceed and that each person who has signed it opposes the project.</p> <p>What To Do Next</p> <p>I think that CDOT's penetration with community outreach efforts into I-70-adjacent communities from Harlan to the east side of Montbello must be far deeper than they have been here. But before we discuss refining the CDOT outreach, we MUST fully evaluate the I-270 & I-76 re-route. The I-270 / I-76 re-route is expected to solve the I-70 congestion issues on both sides of I-70, with practically no impact to any neighborhoods for what is</p>			

Comments				Comments			
Source: Submittal	Document Number: 798	Last: Kinney	First: Steve	Source: Submittal	Document Number: 798	Last: Kinney	First: Steve
<p>expected to be half the costs of the I-70-east trench.</p> <p>Steve Kinney Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Steve@SKinneyProperty.com</p>				<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/18/2014</i></p> <p><i>From Denver CW Montano's Office Pg 1</i></p> <p>INTRODUCTION</p> <p>The expansion of I-70 will increase the number of cars on I-70, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.</p> <p>AIR QUALITY</p> <ol style="list-style-type: none">1. Air should be monitoring before, during and after construction. <i>AND... PUT SOME TEETH INTO THIS. WHAT IF MORE POLLUTION?</i>2. Swansea School, all pollutants harmful to human health that are associated with the highway should be monitored (full-spectrum monitoring). <i>AND... THEN WHAT? WE KNOW IT'LL ↑ W/TRAFFIC</i>3. CDOT should provide funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community. <i>"GO INSIDE! STAY INSIDE" THAT'S OUR ADVICE!</i>4. CDOT should pay for advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway. <i>AND A BUBBLE OVER THE PLAYGROUND.</i>5. CDOT should fund education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway. <i>AND THEN WHAT? BESIDES, ITS NOT POSSIBLE TO KEEP IT OUT!</i>6. CDOT should plant trees to up-take pollutants throughout the impact zone, and install green roofs. <i>→ TREES DONT HELP W/ THE POLLUTION ZONE THIS WAY!</i>7. CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded. <i>→ WHAT IS THE ACTION? A HOLD YOUR BREATH ALARM? PLEASE SECURE YOUR GAS MASK FIRST THEN ASSIST YOUR CHILD...</i>8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, CDOT should sample for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards. <i>TESTS TAKE 3-4 WEEKS PER CITY OF DENVER</i>9. The footprint of the highway should be reduced by narrowing lanes and reducing lanes between Colorado Blvd and Brighton. <i>LIKELY?</i>10. Provide alternative for trucks between 52nd and Vasquez at further north. Discourage truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School. <i>TELL THE BUSINESSES THAT!</i>11. Build full interchange at Colorado Blvd and remove Vasquez interchange.12. Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. <i>270/76 IMPROVE + WIDEN? IF NOT, IT WON'T WORK. IF SO, WHY NOT ALL NON-LOCAL TRAFFIC?</i>13. Establish truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools. <i>HOW WILL THIS PLAY OUT?</i>14. CDOT should pay for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT. <p><i>EVERYWHERE ELSE IN THE CITY, PEOPLE CAN SAFELY BE IN THEIR YARDS, WHY NOT HERE AS WELL?</i></p>			

Comments			
Source: Submittal	Document Number: 798	Last: Kinney	First: Steve

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

Pg 2

RELOCATION / HOUSING

15. Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance. *- NOT POSSIBLE PER FEDERAL GUIDELINES!*

16. *INCORRECT #* In order to retain residents in the neighborhood and encourage new families to move in, CDOT should commit to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.

17. Grant funding should be provided to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.

18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, CDOT should provide grant funding to residents to make improvements to their housing.

AMENITIES

19. A new regional recreation center should be built in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.

20. New health center

21. A supermarket and pharmacy should be established in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community."

22. A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction.

23. Noise – post-construction.

24. Do not exceed the maximum NAC threshold. (Noise). It is set for the health of the neighborhoods.

25. Business development fund. Housing fund. Maintenance fund. Cap maintenance fund.

26. Art funds go to local organizations or agencies, not to CDOT.

27. Sidewalks where there are none.

ECONOMY

28. Incentives for Local Hiring – need a percentage. Hire with an ITIN number, not a social security #.

29. Business Development Fund

ENVIRONMENTAL JUSTICE *→ REALLY!?!*

30. There should be no limit to the budget for mitigation. The mitigation should be equal to the impact. This is an environmental justice community.

31. Money for maintenance of all improvements.

2

Comments					
Source: Submittal	Document Number: 798	Last: Kinney	First: Steve		

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

Pg 3, 4, 5

By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement. *→ IN LIEU OF MAKING A FORMAL COMMENT? THAT HAS BEEN THE EFFECT.*

Por firmar abajo, yo certifico que soy más de 18 años de edad. Yo certifico que mi nombre se puede agregar como un signatario aceptando el contenido de esta carta, que será presentado a CDOT como parte de los comentarios públicos oficiales durante la declaración de impacto ambiental del proyecto. *TO UNITE NORTH METRO DENVER*

CDOT WAS VERY CLEAR THAT NO COMMENTS MAY IN ANY WAY COME THROUGH A CHANNEL EXCEPT DIRECTLY TO CDOT! THIS GROSSLY VIOLATES THE RULES!!!

Name	Signature	Date	Address	Neighborhood	Mark here to sign letter

3

Comments

Source: Submittal

Document Number: 799

Last: Kinney

First: Steve

Webmail

Page 1 of 1

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Comment: CDOT is NOT Considering Rerouting...

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:31 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

PDF of my comment is attached.

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine

among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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Source: Submittal

Document Number: 799

Last: Kinney

First: Steve

I-70 EAST

ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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or via the I-70 East website (www.i-70east.com) by October 14, 2014.

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Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

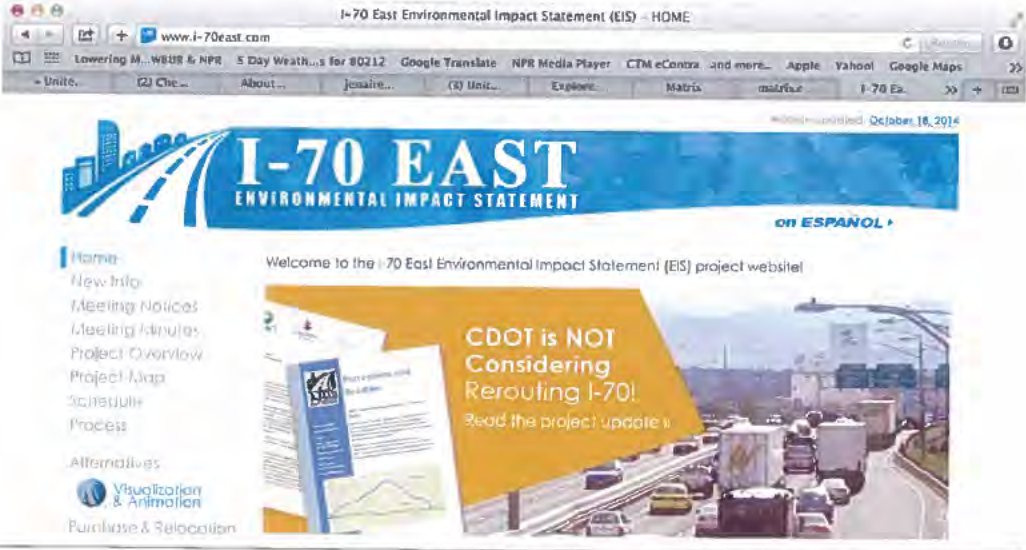
Colorado Department of Transportation

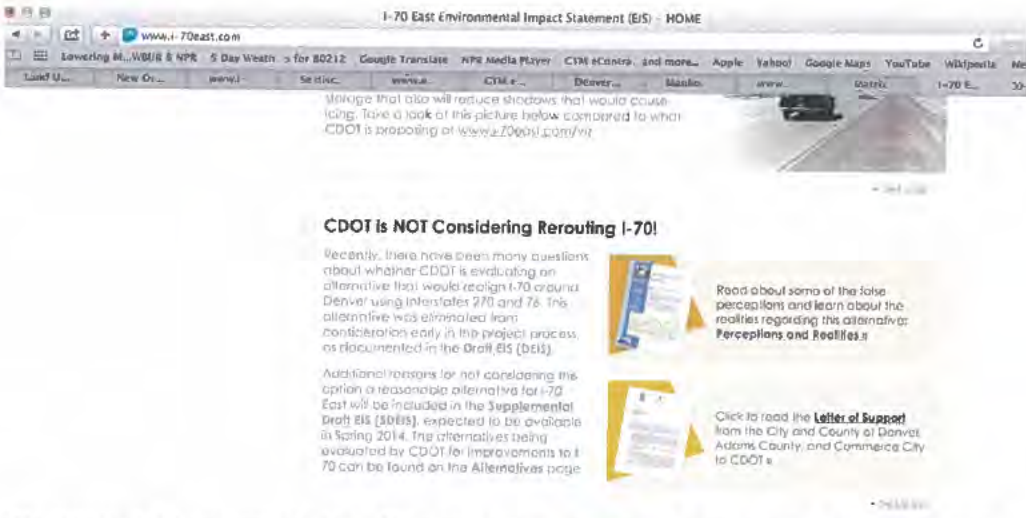
2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com

CDOT

CO

Comments			
Source: Submittal	Document Number: 799	Last: Kinney	First: Steve
<p>The SDEIS is unacceptable because this “CDOT Is NOT Considering Rerouting I-70” messaging for the past 16+ months is not a fair nor valid response in any documentation at this stage of the process. Until the ROD, all reasonable alternatives should remain on the table until they are appropriately vetted and dismissed. The re-route on I-76 and I-270 has not been. This is referencing Sections 2, 3.5 & 7.</p> <p>Unite North Metro Denver launched a website in 2013 that allowed visitors to send a message to up to 14 people, including a few people working on the I-70 east project (CDOT and Atkins) as well as some Denver City Council members, and other elected officials. The great majority of the 500+ comments that were sent asked CDOT to perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Very shortly after these comments began, CDOT posted “CDOT is NOT considering Rerouting I-70!” prominently on their I-70 East website.</p>  <p>Messaging on the site and follow-up e-mails from both CDOT and one or more Denver City Council Members said that the re-route was studied and dismissed. CDOT, which re-route are you referring to? These requests were to study the I-76 & I-270 alternative – BUT, that is not the one that was studied and eliminated. How is this a fair representation of the situation?</p> <p>It is likely that this misleading messaging caused hundreds of people to disengage. Had the messaging been fair and appropriate, many more people would have sent public comments supporting the re-route.</p> <p>Why did CDOT not post a message on the site to address City Council Member’s Mitigation Petition items alerting people that many of those items are not possible and that signatures can not be submitted via such a document as a formal comment?</p>			

Comments			
Source: Submittal	Document Number: 799	Last: Kinney	First: Steve
 <p>This messaging is not acceptable. This messaging, repeatedly suggesting in many materials produced by CDOT that the I-270 & I-76 re-route was thoroughly-evaluated. It was not.</p> <p>A message of “CDOT Is NOT Considering Rerouting I-70” suggests to potential commenters who support the I-76/I-270 re-route that they should refrain from making such a comment. This process should be encouraging all comments from all people who are in CO and interested in it.</p> <p>CDOT spokespersons in television/radio/newspaper/internet interviews have suggested that the “re-route was studied and eliminated” Which re-route was that? It was not the I-270/I-76 re-route!</p> <p>Until this process if complete, NOTHING should be taken off the table. It is my opinion that this messaging sabotages an opportunity for other options to be in-play.</p> <p>I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.</p> <p>Steve Kinney Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>			

Comments

Source: Submittal

Document Number: 800

Last: Kinney

First: Steve

Webmail

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Current Folder: SDEIS Comments Responded to

Welcome: contactus@i-70east.com

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Comment: # of dwelling units taken is incorrect

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:12 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Hi,

I've prepared a comment about the count on the # of dwelling units, which is in the attached PDF.

Thank you!

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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12/30/2014

Comments

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I-70 EAST

ENVIRONMENTAL IMPACT STATEMENT

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Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@Skinneyproperty.com

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☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222


Email: contactus@i-70east.com









CDOT

CO

C-526

January 2016

Comments				Comments			
Source: Submittal	Document Number: 800	Last: Kinney	First: Steve	Source: Submittal	Document Number: 800	Last: Kinney	First: Steve
<p><u>The SDEIS for the I-70-east project is deficient/flawed because: Misrepresentation of Displaced Residents</u></p> <p>Reference section 5.5 in the SDEIS:</p> <p>CDOT notes 53 dwelling units are to be taken in the worst possible alignment/alternative [for housing relocations]. That number is absolutely not correct. In both exhibit 5.5-2 page 5.5-4 and in Section 5.2, attachment G [pg 18] of the SDEIS, they note the # of residences is 53 that are being "taken". They also note 14 businesses. By my research [see attached spreadsheet], I counted roughly 76 "dwelling units", plus more than ten additional currently residential-zoned lots [without homes on them today]. Such a misrepresentation is unacceptable.</p> <p><i>A Bit of Background</i></p> <p>In 2013, I counted the parcels on maps that CDOT displayed at public meetings [below]. I counted 123 [total residential + business parcels] and a friend counted 128. Note that those may have included "partial takes", slightly elevating the actual numbers. Also note that we were counting parcels, not total #s of residences, and there are many multi-unit residences in these neighborhoods, which would have caused us to miss some units.</p>  <p>In 2013, after CDOT saw me counting parcels and taking photos of their maps, the next month's version of the maps no longer included the parcel addresses, nor the parcel</p>				<p>boundaries. When I asked for a copy of the then-revised maps, they set-up a meeting. The meeting was at CDOT's offices on Holly and they had four CDOT employees attend [gross waste of resources - I only asked to see the new maps]. They refused to allow us to borrow a copy. Since then, some of the mapping was re-done making the right-of-way wider in some places and making it less-wide in others.</p> <p><i>Which Should We Count?</i></p> <p>I think a duplex is two residences. I think a four-plex is four residences. The Census bureau's definition agrees with me. Attachment G of the SDES notes that they use Census Bureau data, so I think it is fair to use this: http://www.census.gov/acs/www/Downloads/survey_methodology/acs_design_methodology_ch06.pdf</p> <p>The Colonial Motel: When using the census criteria, and based upon the manager's assessment of how long people stay there, at least 67% of the 26 units there should be considered a dwelling unit. That adds 17 additional units.</p> <p>In the DEIS re-location report its obvious that there are businesses missing. I've not counted businesses as I've counted homes, but I am certain that the Metro PCS business is not listed.</p> <p><i>CDOT [or ???] Calling The Police When I Was Counting Dwelling Units:</i></p> <p>On October 7, 2014, I had parked at 47th/Josephine had been walking for about three minutes counting the houses that are to be demolished when I saw an Atkins vehicle driving the streets and alleys. I waved-down the driver, Jim Zufall (sp??), hoping he could clarify a question I had about a turn-around on Williams, which may be missing on their maps. I didn't recognize him, so I introduced myself [gave him my name] and told him I was curious and counting houses CDOT was going to take. He couldn't answer my question about the turn-around, but told me some other interesting information. I mentioned I was a Realtor and we talked briefly about the shared sentiment of "at times being uneasy going into boarded-up houses, because you never know what or who we might find inside the houses".</p> <p>After my discussion with the Mr Zufall, I then had super-brief conversation with an RTD Access Ride van driver, who was dealing with a stalled vehicle and made no mention of what I was doing. I then spoke to a woman who lives at 46th & Josephine who I told I was counting houses and asked how many units were there and I told her I was writing a comment to CDOT about the # being low. Less than ten minutes after I had parked my car, with half of that time talking to the Atkins person, Denver Police Officer Craig Miner [District 2] watched me and eventually stopped me [I was on foot]. He had "multiple reports of someone representing himself as a CDOT employee, without an official badge."</p> <p>If CDOT made the call, I think that this is ugly and inappropriate. It was somewhat hilarious that anyone would ever suggest that I was with CDOT!!! The officer was great to talk to and he even ended-up helping me identify a dwelling unit behind the Husky Station that I had missed.</p>			

Comments				Comments			
Source: Submittal	Document Number: 800	Last: Kinney	First: Steve	Source: Submittal	Document Number: 801	Last: Kinney	First: Steve
<p>I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD. The I-270 / I-76 re-route is expected to solve the I-70 congestion issues on both sides of I-70, with practically no impact to any neighborhoods for what is expected to be half the costs of the I-70-east trench.</p> <p>Steve Kinney  Residing in Denver at 4876 Tennyson St. Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>				<p>Webmail Page 1 of 1</p> <p>Inbox Compose Addresses Folders Options</p> <p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p> Message List  Delete    Forward Forward as Attachment  Reply  Reply All</p> <p>Comment: North Denver Citizens' Transportation Summit</p> <p>From: "Steve Kinney" <steve@skinneyproperty.com> Date: Thu, October 30, 2014 11:14 am To: "CDOT I-70 East Project Office" <contactus@i-70east.com> Cc: "Steve Kinney" <steve@skinneyproperty.com> Priority: Normal Options: View Full Header View Printable Version Download this as a file Add to Address Book View Message details</p> <p>Hi,</p> <p>I've prepared a comment that is in the attached PDF. This one, with the DVD is coming to you by mail as well.</p> <p>Thank you!</p> <p>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</p> <p>></p> <p>Attachments:</p> <p>img-X30111539-0001.pdf 57 k [application/pdf] Download</p> <p>Delete & Prev Delete & Next</p> <p>Move to: INBOX Move</p> <p>https://webmail1.web.com/src/read_body.php?passed_id=652&mailbox=INBOX.INBOX... 12/30/2014</p>			

Comments

Source: Submittal

Document Number: 801

Last: Kinney

First: Steve

CDOT's unwillingness to attend the North Metro Denver Citizens' Transportation Summit is unfortunate. CDOT received multiple invitations. Who from CDOT attended? The presentations, with a couple of the Nation's most-respected planners was excellent. It was an amazing opportunity to learn.


Here is a link to the videos from the Summit: <http://www.youtube.com/channel/UCtFaCycMLzPuzLHi3OAsRSA> *or search "re imagine I-70" on youtube + find it easily.*

This should be reviewed as a part of the SDESI comment period. These presentations demonstrate some incredible reasons to consider the re-route.

If CDOT was really interested in evaluating all of the alternatives, wouldn't CDOT have attended? Wouldn't this Summit be worthy of several pages of reference material in the SDEIS?

The I-270 and I-76 re-route must be studied if the intent is to do what is best for the metro-area as it relates to providing commuter access, fiscal responsibility and balancing that with what is best for the community.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com



Comments

Source: Submittal

Document Number: 802

Last: Kinney

First: Steve

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Page 1 of 1

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Comment: Outreach efforts sabotaged

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:15 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Hi,

I've prepared a comment that is in the attached PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112045-0001.pdf

489 x

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January 2016

C-529

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I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/30/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization: _____

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@SKinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input checked="" type="checkbox"/> Historic
<input checked="" type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input checked="" type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual
<input checked="" type="checkbox"/> Preliminary identified preferred alternative	<input checked="" type="checkbox"/> Truck traffic	<input checked="" type="checkbox"/> Other		


Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



The SDEIS for the I-70-east Project is Deficient/Flawed Because of Efforts to Sabotage Public Comments and Community Un-involvement Efforts by CDOT Directly or Indirectly via Denver City Councilwoman Judy Montero, Who Represents the Most-Immediately-Impacted Communities (Globeville, Elyria & Swansea)

Reference Sections 1.4, 1.11, 5, 7.1, 7.6, 7.7, 7.8 of the SDEIS:


Efforts to stop/limit/dismiss comments: With what appears to be very frequent meetings between CW Montero and CDOT, why were some clarifications not provided to CW Montero about what is and is not possible & permissible? Certainly CDOT provided such information to Thad Tecza and to me.

Councilwoman Judy Montero appears to have an agenda to benefit the I-70-east expansion that appears to me to be very-much **NOT** in the best interest of her constituents. At times, she has worked directly with CDOT and CDOT's partners to intentionally and possibly in some cases unintentionally to stop comments and public involvement. Examples include, but certainly are not limited to:

- Outreach efforts with the "Mitigation Petition" [see attached]. Many of these are known to be impossible based upon FHWA rules and the constraints CDOT is working within, such as [note there are MANY]:
 - Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance. **Per CDOT, this is not possible. Unless a property is used specifically in the freeway expansion, it cannot be purchased.**
 - Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. **This is the re-route, no? Let's do it all the way, and permanently. Doesn't this mess-up the current plan's model? Is CDOT able to re-route truck traffic only?**
 - CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded. **For dust with heavy metal, this takes 3-4 weeks for evaluation per City of Denver representatives – after that amount of time, much damage could be sustained.**
 - A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction. **What about the time that they are not in school? They're still adjacent to it!!!**

Therefore, why make people think that they are doing something good which is not possible? Is it just to make the CW look like she is doing something on behalf of her constituents? With CDOT actively involved in these discussions, why was she not advised that her messages are not possible to achieve and tactics are inappropriate?

- Outreach efforts with the "Mitigation Petition" sabotages the comment process. This has certainly caused those people who signed the petition during the public comment period to think that they have submitted an official comment to CDOT by signing this petition. The last lines on the form blatantly suggest that they have made a

Comments				Comments			
Source: Submittal	Document Number: 802	Last: Kinney	First: Steve	Source: Submittal	Document Number: 802	Last: Kinney	First: Steve
<p>comment: "By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement." At the "carnival" event at Bruce Randolph School on September 20, 2014, as a friend and I were talking to people about the re-route option at a booth we had set-up, I heard on at least five occasions that these people had "already spoken to CDOT" at that event. Yet, we couldn't see anyone from CDOT there. After hearing this, I asked one of the people who told me this: "please take me to CDOT". He obliged and took me to Michelle [working with Nola, from CW Montero's office]. They were administering the petition. I am absolutely certain that some of the people who we handed CDOT's public comment forms to, hoping that they would make a comment, thought that they had already done so by signing the petition. Therefore, for every signature that is contained on that "mitigation petition," could be one fewer comment that is NOT received on this project. I don't know that they were intentionally causing this problem [Unite North Metro Denver caused the same problem in soliciting the comments they were collecting online and sending to CDOT in 2013 and early 2014], but the councilwoman's office continued to circulate the petition for weeks after I voiced the objection to the unintentional consequences. <u>It is my opinion that each and every signature of that Mitigation Petition should be considered to be a person in strong opposition of this project.</u></p> <ul style="list-style-type: none">• Having closed-door meetings with CDOT, which I think absolutely should have been open to the public. On February 24, 2014, I was sitting in the corner of the conference room at DHA minutes before the meeting was to begin and was told by CW Montero "you must leave this meeting – you were not invited". It was a meeting with multiple people CDOT representatives, Atkins representatives, Denver Housing Authority, Habitat for Humanity, CW Montero, two or more City Council staffers [Nola, Benjamin and probably at least one more], other community housing partners and possibly City & County of Denver representatives. CW Montero had informed me of the meeting the week prior, which I had taken as an invitation to come. This is grossly-inappropriate for private meetings like this to be occurring. Worse, in City Council's LUTI Committee testimony: [http://denver.granicus.com/MediaPlayer.php?view_id=141&clip_id=7157 at somewhere between 54:00 – 59:00] CW Montero lied about who was present.• Pushing and getting-passed a City Council Proclamation of support of this project many months prior to the SDEIS being released. Shouldn't both City Council and interested parties see the SDEIS BEFORE City Council votes on their support of the project. Despite the SDEIS not complete at that time, City Council, led by CW Montero, voted to support CDOT with a proclamation. What's the rush to support this SDEIS that no one had seen at that time?• Being blatantly-disrespectful of people in public meetings when they speak-up against the project. One such comment will often completely disengage someone. One of many examples is October 17, 2014 when CW Montero, in front of a crowd of people, angrily insisted to Frank Sullivan, a gentle & sweet approximately 75-year-old gentleman: "You are trying to derail this project! – Do you live in this neighborhood? – DO YOU LIVE IN THIS NEIGHBORHOOD?!" He happens to live in Park Hill, a neighborhood, like Cole, Clayton, Skyland, Whittier, Five Points,				<p>Central Business District, City Park, Ballpark, Curtis Park and others that are typically downwind from this site. This project will have what's estimated to be 50,000+ truckloads of potentially-contaminated soil removed, if this project proceeds, and movement of this soil poses a legitimate concern to every community near/downwind of the point it's dug-up to where it ultimately is disposed of. How or why is it bad for someone to speak-up, trying to protect the health, safety, property values, peace and quiet, livability and livelihoods of people living in I-70 adjacent communities far more than "mitigations" could possibly ever help? We are trying to look at all of the alternatives, so that the best one can be chosen - is that derailment? Sadly – and shockingly, the alternative which virtually all of the [non-CDOT & non-CCD] experts preliminarily suggest could be best [the I-270/I-76 re-route], has never been fully-evaluated.</p> <ul style="list-style-type: none">• Someone, presumably CDOT, called the police on me after I spoke for five minutes with an Atkins Construction employee [I introduced myself and told him that I was counting dwelling units.• Ongoing insistence that the outreach and comments should be limited to GES. That is absolutely incorrect.<ul style="list-style-type: none">- This decision is absolutely something that directly-impacts 15+ I-70 adjacent communities between Tower Road to at least Harlan Boulevard, NOT just those in G/E/S.- This is something that impacts hundreds of thousands of I-70 commuters, NOT just those driving on I-70 east of I-25.- This is something that impacts every Denver resident because it involves parks & recreation, schools, right of way, public works, wastewater, water/sewer, tax revenues, affordable housing, the Platte River, NWSS, public transportation and so many other facets of our amazing City. Its sickening that Denver City Council Members are as disengaged as they are- This is something that is an incredibly-gigantic expense and liability to every CO taxpayer. <p>I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.</p> <p>Steve Kinney  Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>			

Comments				Comments			
Source: Submittal	Document Number: 802	Last: Kinney	First: Steve	Source: Submittal	Document Number: 802	Last: Kinney	First: Steve
<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</i></p> <p>INTRODUCTION</p> <p>The expansion of I-70 as described in CDOT's 2014 Supplemental Environmental Impact Assessment will increase the number of cars, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.</p> <p>AIR QUALITY</p> <ol style="list-style-type: none"> 1. Air monitoring before, during and after construction. 2. Monitoring all pollutants harmful to human health associated with the highway (full-spectrum monitoring) at Swansea School. 3. Providing funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community. 4. Installing advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway. 5. Funding education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway. 6. Planting trees to up-take pollutants throughout the impact zone, and install green roofs. 7. Establishing air quality levels and triggers for immediate action should pollution levels be exceeded. 8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, sampling for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards. 9. Reducing the footprint of the highway by narrowing lanes and reducing lanes between Colorado Blvd and Brighton. 10. Providing alternative for trucks between 52nd and Vasquez at further north. Discouraging truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School. 11. Building full interchange at Colorado Blvd and remove Vasquez Interchange. 12. Limiting truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. 13. Establishing truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools. 14. Paying for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT. 				<p><i>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</i></p> <p>RELOCATION / HOUSING</p> <ol style="list-style-type: none"> 15. Giving re-location assistance to homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70. 16. In order to retain residents in the neighborhood and encourage new families to move in, committing to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options. 17. Providing grant funding to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway. 18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, providing grant funding to residents to make improvements to their housing. <p>AMENITIES</p> <ol style="list-style-type: none"> 19. Funding the construction of a new regional recreation center in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods. 20. Funding a new health clinic to be constructed. 21. Funding the establishment of a new supermarket and pharmacy in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community. 22. Creating a 500-foot buffer around the school and no construction should occur in that buffer during school hours. This will mitigate the air emissions and noise pollution associated with the construction. 23. Building walls that mitigate for all highway noise pollution increased by the alternative. 24. Not exceeding the maximum NAC threshold, (Noise). It is set for the health of the neighborhoods. 25. Establishing a business development fund, housing fund, maintenance fund, and cap maintenance fund. 26. Providing art funds to local organizations or agencies, not to CDOT for art projects. <p>CONNECTIVITY</p> <ol style="list-style-type: none"> 27. Making sure trucks and traffic are not diverted onto neighborhood streets during construction and after the reconfigured Interstate opens. There should be an alternative route for trucks between 52nd and Vasquez, to divert them onto Colorado Boulevard and away from the neighborhood. 28. Discouraging traffic on the frontage roads from using neighborhood streets as short cuts, especially near Swansea Elementary School. Some drivers may be tempted to use neighborhood streets to avoid traffic problems on the Interstate when construction commences. Making sure this does not happen must be a top priority. This is a crucial issue for neighborhood livability and to protect children as they walk to and from school. 29. Funding the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors. Elyria-Swansea has long suffered from a lack of connectivity within the neighborhood and with adjacent neighborhoods due to the highway. 			

Comments				Comments			
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<div><div><div>I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter 9/23/2014</div><div>ECONOMY</div><div>30. Retaining and creating jobs</div><div>31. Providing Job Training and Workforce Development</div><div>32. Developing Business Initiatives</div><div>33. Providing Education, Scholarships and Apprenticeship Opportunities</div><div>34. Supporting a vibrant retail core, including neighborhood retail for residents</div><div>35. Establishing a Resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders</div><div>36. Providing Apprenticeship programs to equip residents with on-the-job experience</div><div>37. Giving preference for Local sub-contracting – local businesses as subcontractors</div><div>38. Sourcing Local Products</div><div>39. Hiring with an ITIN number, not just a social security</div><div>40. Supporting displaced and affected businesses from the I-70 project</div><div>41. Guaranteeing the allocation of funding toward innovative programs that teach and support meaningful, culturally relevant, and sustainable economic opportunities available to residents and business owners in Elyria-Swansea.</div><div>42. Prioritizing investment in creating commercial density and supporting existing small neighborhood businesses</div><div>ENVIRONMENTAL JUSTICE</div><div>43. The mitigation should be equal to the impact regardless of cost. This is an environmental justice community.</div><div>44. Money for maintenance of all improvements.</div></div></div>				<div><div>Webmail<div>Page 1 of 1</div></div><div><div>Inbox</div><div>Compose</div><div>Addresses</div><div>Folders</div><div>Options</div></div><div>Current Folder: SDEIS Comments Responded to</div><div>Welcome: contactus@i-70east.com</div><div><div>Message List</div><div>Delete</div><div>Forward</div><div>Forward as Attachment</div><div>Reply</div><div>Reply All</div></div><div><div>Comment: Facts & Diagrams are Misleading</div><div><div>From: "Steve Kinney" <steve@skinneyproperty.com></div><div>Date: Thu, October 30, 2014 11:17 am</div><div>To: "CDOT I-70 East Project Office" <contactus@i-70east.com></div><div>Cc: "Steve Kinney" <steve@skinneyproperty.com></div><div>Priority: Normal</div><div>Options: View Full Header View Printable Version Download this as a file Add to Address Book View Message details</div></div><div>Hi,</div><div>I've prepared a comment that is in the attached PDF.</div><div>Thank you!</div><div>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</div><div><div>Attachments:</div><div><div>img-X30112433-0001.pdf</div><div>160 k</div><div>[application/pdf]</div><div>Download</div></div><div><div>Delete & Prev</div><div>Delete & Next</div></div><div><div>Move to: INBOX</div><div>Move</div></div></div></div></div>			
				<div><div>https://webmail1.web.com/src/read_body.php?passed_id=654&mailbox=INBOX.INBOX... 12/30/2014</div></div>			

Comments

Source: Submittal

Document Number: 803

Last: Kinney

First Steve



I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/20/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required):

STEVE KINNEY

Organization:

Address (required):

4876 TENNYSON ST

City/State/Zip:

DENVER CO 80212

Email:

Steve@SKinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

- ☒ Air quality ☒ Environmental justice ☐ Financing ☐ Hazardous materials ☒ Historic
☒ Managed lanes ☒ Noise ☒ Property impacts ☒ Swansea Elementary ☐ Visual
☒ Preliminary identified preferred alternative ☒ Truck traffic ☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Comments

Source: Submittal

Document Number: 803

Last: Kinney

First Steve

The SDEIS is deficient and this plan is unacceptable because its my opinion that CDOT, on many occasions, either blatantly or in a subtle way has intentionally misrepresented facts and diagrams – with creates some real social & environmental justice issues.

One of many examples is that CDOT is misrepresenting the total number of dwelling units to be taken. In Section 5.2, attachment G [pg 18] of the SDEIS, they note the # of residences is 53 that are being "taken". The real number is nearly-80.

In messaging on the website, in e-mail correspondence and via spokespersons in interviews, CDOT says that "the re-route was studied and eliminated". Which re-route was studied and eliminated? Via petitions and e-mails, there have been more than 2,000 requests for CDOT to study the I-270 and I-76 re-route. Presumably CDOT would recognize that we are not referring to this re-route:

3.3.4 Elimination of Realignment Alternatives (Alternative 4 and Alternative 6)

The 2008 Draft EIS fully analyzed the Realignment Alternatives (shown in Exhibit 3-4). Additional analysis was performed following the 2008 Draft EIS during the alternatives enhancement and modification process. Using additional data and community input, the analysis ultimately concluded that the Realignment Alternatives were not reasonable. Consequently, they are not analyzed further in this document.

Exhibit 3-4. Realignment Alternatives



Section 3.6, the “no action alternative” doesn’t mean “no action” at all.

Many of the renderings & illustrations CDOT uses cause the public to think that an incredibly-long section of the freeway will be covered. The descriptions by spokespersons suggest the

Comments				Comments			
Source: Submittal	Document Number: 803	Last: Kinney	First: Steve	Source: Submittal	Document Number: 804	Last: Kinney	First: Steve
<p>same. Many discussions with people reveal that the public expects a tunnel, often expecting it to be miles long.</p> <p>The renderings continue to show a variety of uses for the lid. Where is the rendering that shows the lid's look and feel based upon what CDOT is willing to pay for. And, where is the rendering of the way that the lid will look three years after the project is completed. CDOT and City & County of Denver are notorious for building expensive projects and then they don't maintain them. A few years after completion, they look horrible. I want to see those visuals.</p> <p>This propaganda video: http://youtu.be/V6yJddTX19M is suggesting that there would be wooded bike paths and expansive parks on top of the freeway. Please show me how and where they could build comparable parks to what is shown in the video – AND – specifically what organization is going to maintain it?</p> <p>Steve Kinney Residing in Denver at 4876 Tennyson St Denver, CO 80212 Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com</p>				<p>Webmail Page 1 of 1</p> <p>Inbox Compose Addresses Folders Options</p> <p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Message List Delete Forward Forward as Attachment Reply Reply All</p> <p>Comment: Where did the anticipated volume #s come from?</p> <p>From: "Steve Kinney" <steve@skinneyproperty.com> Date: Thu, October 30, 2014 11:18 am To: "CDOT I-70 East Project Office" <contactus@i-70east.com> Cc: "Steve Kinney" <steve@skinneyproperty.com> Priority: Normal Options: View Full Header View Printable Version Download this as a file Add to Address Book View Message details</p> <p>Hi,</p> <p>I've prepared a comment that is in the attached PDF.</p> <p>Thank you!</p> <p>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</p> <p>></p> <p>Attachments:</p> <p>img-X30112447-0001.pdf 135 k [application/pdf] Download</p> <p>Delete & Prev Delete & Next</p> <p>Move to: INBOX Move</p> <p>https://webmail1.web.com/src/read_body.php?passed_id=655&mailbox=INBOX.INBOX... 12/30/2014</p>			

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Document Number: 804

Last: Kinney

First: Steve



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Date: 10/30/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@SKinneyProperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

- | | | | | |
|--|---|--|--|--|
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| <input checked="" type="checkbox"/> Managed lanes | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Property impacts | <input checked="" type="checkbox"/> Swansea Elementary | <input type="checkbox"/> Visual |
| <input checked="" type="checkbox"/> Preliminary identified preferred alternative | <input checked="" type="checkbox"/> Truck traffic | <input checked="" type="checkbox"/> Other | | |

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Comments

Source: Submittal

Document Number: 804

Last: Kinney

First: Steve

Reference this from CDOT's Myths & Realities:

MYTH: "There is no need for the project."

FACT: The I-70 East viaduct is the last of the 30 worst bridges identified following the passage of the FASTER legislation in 2009. It's 50 years old, deteriorating and must be replaced soon. The 12-mile corridor from Brighton Boulevard to Tower Road is critical to the whole state's economic health, tying together DIA, downtown Denver, mountain resorts and communities on the Western Slope and Eastern Plains. This robust business and residential corridor is projected to keep growing over the next 25 years, pushing the estimated traffic volumes to 285,000 vehicles per day from 117,000 vehicles per day today by 2035. Population in the areas served by I-70 East will increase 41 percent and employment will grow by 59 percent, making it one of the region's most important growth corridors. More information is available in the SDEIS (Volume 1).

Where do these highlighted predictions come from?

- Are they as accurate as is possible?
- Are the predictions coming via the most-widely accepted modeling and the latest technology?
- Are the ridership numbers from three light rail corridors going through/adjacent to this project specifically tied into the modeling? What are the numbers for those lines?
- Do trends of reduced #s of miles driven annually get factored into these numbers?
- Where are the new Denver residents expected to live? Are they all predicted to live in Green Valley Ranch or in airport-adjacent communities?
- What amount of discussion/influence/support for this project has come from Green Valley Ranch interests?
- Do these numbers factor in the modifications to I-270 that Denver CW Montero has suggested will be in-place before this construction will begin?
- What are the projections for bicycling along and across the corridor?
- Where is the discussion regarding trends of Millennials [car shares, not owning a vehicle, bikeability, desire for light rail, wanting to live close to work – rather than in the 'burbs]?
- At what speed does an artery, like I-70, carry the greatest # of vehicles per hour?
- Where is the discussion by Urban Planners and by City of Denver Neighborhood Planners about the form and function of the way the neighborhood's streets function with this freeway? And, where is there a strategy of integrating the incredible City amenities such as the Platte River, the coliseum, the National West Stock Show complex into this plan? I see us accidentally hiding those assets/amenities and making access increasingly poor. I think we need to feature those assets/amenities and leverage that for the health & vibrancy & richness of Denver and especially the NE Denver neighborhoods where they exist.

Steve Kinney

Residing in Denver at 4876 Tennyson St Denver, CO 80212

Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.

Steve@SKinneyProperty.com

Comments

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First: Steve

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Comment: Children's Safety and Health Issues

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:22 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Here's another one. This time about kids. Hopefully everyone cares about the kids. The comment is attached as a PDF

Steve Kinney

RE/MAX Professionals City Properties

303.475.8200 [cell]

Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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Document Number: 805

Last: Kinney

First: Steve

I-70 EAST

ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14

Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: steve@skinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

☒ Environmental justice

☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222


Email: contactus@i-70east.com


CO

CDOT

January 2016

C-537

Comments			
Source: Submittal	Document Number: 805	Last: Kinney	First: Steve
<p>The SDEIS is deficient and this plan is unacceptable because of <u>Children's Safety and Health Issues:</u></p> <p>Section 2.5.2, page 2-6: "The I-70 corridor is home to many industrial and warehousing businesses. These businesses account for much of the trucking and freight operations in the corridor"</p> <p>There is an enormous amount of truck traffic in and out of the Swansea, Elyria & Globeville communities. Does CDOT expect that closing the York/Josephine exists and at least a portion – or maybe all of the Steele / Vasquez exit will not impact Children's safety? The configuration of service roads that are blocked by sound walls will cause many accidents at the school yard. Those same sound walls will cause horrible icing on the feeder road that kids and their parents use as pedestrians for access through and across their neighborhoods. .</p> <p>This is what walls do to roads:</p>  <p>This road, 48th Ave North, alongside I-70 is a treacherous mess most of the winter. The problems here are common, just as they will be where kids are forced to walk, trying to navigate a path from one side of the freeway to the other to get to school.</p>			

Comments			
Source: Submittal	Document Number: 805	Last: Kinney	First: Steve
<p>Note below how the ice ends where the fence ends. The fences above the trench will probably be taller over the trench than this fence is, making the shading and resulting ice worse than what's shown here both in the deep trench AND on the westbound feeder roads along the path where children will be walking to school:</p>  <p>Exhibit 4-3 shows north-south connectivity from Brighton to Colorado shows options for driving across. Many more crossing points exist for pedestrians. That will be greatly reduced. The reduced number of crossing points are NOT any safer than the existing points – and probably putting more children at risk because the feeder roads will be much more heavily trafficked than 46th Avenue is today.</p> <p>Have traffic planners and urban planners who are not paid by CDOT reviewed these diagrams and do they concur that this plan better connects the communities? How does a sociologist who is not paid by CDOT react to these plans?</p> <p>Section 3, page 3-28. The front of the school will be approximately 65 feet from the sidewalk for the service road. The figures in Exhibit 5-9-8 suggests [after math calculations] that the school will be 57 feet from 46th Ave. 46th Avenue, a freeway service road, will be carrying great amount of freight traffic including, but not limited to the traffic coming from the immediate neighborhoods and all that is coming from nearby areas and some from Commerce City via</p>			

Comments

Source: Submittal

Document Number: 805

Last: Kinney

First: Steve

Vasquez, which is deemed an “existing truck route” in exhibit 4-8. Note that Vasquez loses its exit with this plan, so all of that traffic ends-up in front of the school. Per this SDEIS, “for freight carriers, employers, manufacturers, and business interests in the region...” [section 2.5.4] & “Motor freight uses I-70 extensively for east-west travel through the region and for pick-up and delivery to businesses and distribution centers within the study area” [section 4.1, page 4-7]. As these trucks will be headed from Commerce City and from nearby Denver business toward the I-70 westbound on-ramp.

If the “modified option” is taken, then, to get to their destination, they have to cross-over the freeway twice, with each of their crossing points within two blocks of the school. Note that kids too will be crossing from their south-of-I-25 homes to their school on the north side of I-70 in the same places as the truckers...

How is this possibly considered appropriate, safe, equitable, permissible? These kids – and their parents too will be subjected to far too many risks from the air they breathe to the streets they walk and the noise they are subjected to. This is not acceptable. Would North Country Club, Wash Park or Park Hill communities allow this? Would CDOT employees and contractors be comfortable living in this situation?

Section 4.3.2, page 4-32 and associated Exhibit 4-26: indicates that some sections of the westbound service road, which is to be at-grade, adjacent to homes and portions of Swansea Elementary “The westbound Josephine Street to York Street segment traffic volume increases significantly for the PCLA, modified because...” Even if the vehicle count were to remain the same, the congestion on the westbound lanes of the service road, especially at Clayton and at Columbine, the two streets where trucks are forced to cross the freeway, this is going to be a traffic debacle in the biggest and most dangerous sense. Does CDOT not expect that children will die in vehicle/pedestrian accidents with the “basic version”? The “modified version” will cause kids to die in vehicle/pedestrian accidents and trucker traffic chaos and frustration in epic proportions. Neither option is acceptable.

Increasing traffic by 30-40% will more or less increase pollution by 30-40%. Pollution levels are already unacceptably high in this corridor. It is not appropriate to burden I-70-adjacent communities with additional pollution, especially when an I-270/I-76 re-route option exists where there are no freeway-adjacent neighborhoods.

A playground [or any area that will attract children] is absurd. That area is going to be quite polluted. Worse, it will be an “attractive nuisance”. Kids find the darnedest things to dare each other to do. Can you imagine the fear of the parents, teachers, neighbors as they see kids playing on railings and fencing over the freeway? What about the photo ops that will exist and the lawsuits that will ensue when kids or animals are climbing on the fences teetering over a freeway adjacent to a playground? Having such freeway crossing areas and outdoor spaces in a neighborhood is unacceptable.

Comparing this space to one the one in Dallas [and other cities], which is not in a traditional neighborhood is like comparing an apple to a watermelon.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com

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From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:08 am

To: contactus@i-70east.com

Cc: "Steve Kinney" <steve@skinneyproperty.com>

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Hi,

I've prepared a comment that is in the attached PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
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Date: 10/30/14 Would you like to be included on the mailing list? ☒ Yes ☐ No

Name (required): STEVE KINNEY

Organization: _____

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@SKinneyProperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input checked="" type="checkbox"/> Historic
<input checked="" type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input checked="" type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual
<input checked="" type="checkbox"/> Preliminary identified preferred alternative	<input checked="" type="checkbox"/> Truck traffic	<input checked="" type="checkbox"/> Other		

Please print your comment on the Supplemental Draft EIS legibly below


Please see attached e-mailed PDFs.

Thank you!

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I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Has the tone of the discussion been properly characterized? This is referencing Sections 1.4, 1.11, 2, 3.5, 5, 7.1, 7.6, 7.7, 7.8.

How will the Denver City Council's response to the SDEIS look? I sure hope it will be representative of what is occurring. Especially in September and October 2014, both the tone and the content of the comments heard at a variety of discussions about the I-70 east project are very much against the project.


At CDOT's public hearings in Aurora, Commerce City and in Denver the vast majority of the comments were very-much against what is in CDOT's SDEIS.

Denver CW Ortega and CW Montero hosted three meetings consecutively at Focus Points on October 17. The tone in each of the two of the three I attended were incredibly against the proposal.

Three Denver City Council Members [Ortega, Brooks & Montero] as well as other elected officials hosted a meeting October 22 at Bruce Randolph Middle School. The tone at this meeting as well was strongly against the proposal. With one exception, all of the 30 +/- speakers were against the proposed plan. There was anger and frustration both toward the plan and especially that CDOT failed to attend this meeting.

First-hand, I know that there is a great number of people in the Elyria/Swansea/Globeville communities who are unaware of what is happening and mis-information. This is unacceptable.

Here is a survey of nearly 100 people that demonstrates our concerns. I was not a part of this survey and hope and expect that the Community Organization that conducted it will be submitting it as a public comment. Its results are quite telling. It demonstrates that the community outreach is inadequate.

Steve Kinney 

Residing in Denver at 4876 Tennyson St Denver, CO 80212

Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.

Steve@SKinneyProperty.com

Comments

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Comment: Property Values

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Thu, October 30, 2014 11:10 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Priority: Normal

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Thank you!

Steve Kinney

RE/MAX Professionals City Properties

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Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@SKinneyproperty.com

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

☒ Air quality

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☐ Financing

☐ Hazardous materials

☒ Historic

☒ Managed lanes

☒ Noise

☒ Property impacts

☒ Swansea Elementary

☐ Visual

☒ Preliminary identified preferred alternative

☒ Truck traffic

☒ Other

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Thank you!

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I-70 East EIS Team

Colorado Department of Transportation

2000 S. Holly Street, Denver, CO 80222

Email: contactus@i-70east.com



January 2016

C-541

Comments				Comments			
Source:	Submittal	Document Number:	807	Last:	Kinney	First:	Steve
<p>The SDEIS is missing a very important element of the Social Justice discussion: Property Values in the most-impacted communities! Home ownership rates in Elyria, Swansea and Globeville are moderately-higher than in other parts of the City, making this an especially important topic.</p> <p>There are three Denver neighborhoods within four miles of the City Center that have NOT appreciated noticeably in the past 20 years. They are: Elyria, Swansea and Globeville. All of the other neighborhoods within four miles have had homes double, triple or even quadruple in value in the past two decades. Please watch this video I made about the differences in property values : http://www.youtube.com/watch?v=5mFVm57xyq8</p> <p>Virtually any Central-Denver Realtor would be able to identify Elyria, Swansea and Globeville as among the very few Central-Denver communities where homeowners missed-out on much of the appreciation the City has experienced, despite wonderful proximity to downtown and charming architecture. I have a few illustrations</p> <p>[Photo of] 4335 Thompson Court – 3.0 miles from Central downtown Built 1900. 12,900 square foot lot. 2,161 square feet above ground. 4-car garage. Value today [AVM], \$139,159</p> <p>[Photo of] 528 Corona Street – 2.8 miles from Central downtown Built 1906. 4,690 square foot lot. 2,030 square feet above ground. 2-car garage. Value today [AVM], \$575,582. Sold April 2014 \$604,000</p> <p>[Photo of] 3857 Shoshone Street – 2.4 miles from Central downtown Built 1891. 4,380 square foot lot. 1,988 square feet above ground. 2-car garage. Value today [AVM], \$452,128. Sold April 2014 \$453,000</p> <p>Grid with stats [including % difference compared to Thompson] of all three with photo of 4335 behind</p> <p>Some are concerned that appreciation is a bad thing!</p> <p>In Elyria and Swansea, neighborhoods with among the highest homeownership rates in the City, WHY is appreciation not good? Shouldn't everyone, including these current homeowners, deserve to reap the benefits of homeownership? We think that all should see the American Dream at-work.</p> <p>Big dig photo before and another post-construction of the neighborhood</p> <p>After Boston's Big Dig, where communities that were torn-apart by the freeway decades earlier, were woven back together – and property values soared. Apparently 1/3 of the residents "sold-out" and left the community. Is that bad that they reaped the rewards of ownership and moved-away? It's wonderful that they saw the American Dream come true. More importantly, those who stayed – more than 2/3 of them, reaped potentially bigger benefits that included, but were not limited to greater net worth & more equity, better sense of community, more pride of ownership. Bad? I think not.</p> <p>Back to Denver...</p> <p>[Photo of] 4447 Thompson Court – 3 miles from Central downtown Built 1900. 8,060 square foot lot. 1,857 square feet above ground. Value today [AVM], \$139,440</p>				<p>[Photo of] 1435 Milwaukee Street – 2.87 miles from Central downtown Built 1906. 8,060 square foot lot. 1,894 square feet above ground. Value today [AVM], \$395,998. Sold April 2014 \$389,500</p> <p>[Photo of] 2905 Quitman Street – 3.18 miles from Central downtown Built 1915. 4,770 square foot lot. 1,773 square feet above ground. Value today [AVM], \$497,141. Sold March 2014 \$529,000</p> <p>Grid with stats [including % difference compared to Thompson] of all three with photo of 4447 behind</p> <p>One last comparison: 4631 Columbine, an architecturally-wonderful home directly across the street from Swansea Elementary, this one, unlike the previous, is likely to be torn-down with CDOT's current plan for I-70 freeway expansion.</p> <p>[Photo of] 4631 Columbine Street – 3.2 miles from Central downtown Built 1888. 3,000 square foot lot. 991 square feet above ground. Sold 2010 at \$57,000 Value today [AVM], \$73,027</p> <p>[Photo of] 423 Galapago Street – 2.3 miles from Central downtown Built 1886. 3,080 square foot lot. 905 square feet above ground. Value today [AVM], \$308,488. Sold December 2013 \$315,000</p> <p>[Photo of] 3221 Adams Street – 2.9 miles from Central downtown Built 1886. 4,690 square foot lot. 960 square feet above ground. Value today [AVM], \$304,214. Sold March 2014 \$306,000</p> <p>[Photo of] 2930 Bruce Randolph Avenue – 2.8 miles from Central downtown Built 1895. 5,670 square foot lot. 982 square feet above ground. Value today [AVM], \$146,739. Sold April 2014 \$192,500</p> <p>Grid with stats [including % difference compared to Columbine] of all three with photo of 4631 behind</p> <p>[Photo of condos teetering over the train tracks downtown] Some suggest that the trains are the problem – but, Riverfront Park would suggest otherwise.</p> <p>[Photo of nice houses by industry] Some suggest that the industry is the problem, but Baker and Lincoln Park have industry and Sunnyside has some as well. What is it? It's the freeway!</p> <p>[photo of the freeway above a house in Elyria Swansea] The biggest difference: The freeway –</p> <p>What can we expect for value changes? I asked some Realtors who are Denver county residential specialists. 15 agreed to participate. On average, those who responded to my question about how many homes they've sold, noted having sold 300+ in their careers – these brokers know the market well!</p> <p>From the more-simple spreadsheet, the stats from the last five "location of NE Denver Homes" pink section</p>			

Comments

Source: Submittal

Document Number: 807

Last: Kinney

First: Steve

The respondent's expectations were that the value of the homes in the Elyria and Swansea neighborhoods would go down by 7.64% if the freeway were widened as CDOT plans. That's a loss in value on top of the significant lack of appreciation already discussed.

From the more-simple spreadsheet, the stats from the last five "location of NE Denver Homes" blue section

Specifically for Elyria, Swansea and Globeville, the expectation, on average, is that the value of the homes would increase by between 20 and 31 percent, with an average of 25% if the current six-lane freeway was converted to a six-lane boulevard. For a typical homeowner, that represents a tremendous amount of money.

When we expand this survey's results to all of the residential communities that are within seven blocks of I-70 – broken-out into 16 sub-neighborhoods, and specifically just looking at those inside Denver county [note that some neighborhoods in Adams County and Jefferson would also benefit], the Realtor's responses showed a cumulative total expected increase in value is \$17,200 on average for about 9,000 homeowners that are within seven blocks of I-70. That is a total of roughly \$158,000,000 of anticipated additional value in these residential properties.

A few things to ponder...


The tax implications to what I've discussed, represents about \$1,000,000 of additional property tax revenues annually for the City. That's a significant amount of money. It appears that a re-route would create about 80 acres of developable land. The properties that would be developed and the resulting tax base and the benefit that that provides to the City and to the community is gigantic.

Based upon research from other cities that have converted freeways to boulevards, it appears that the anticipated changes in value – both increases and decreases, cited by the Realtors in this study, are moderately low – that means our staggering numbers are subject to change in a manner that makes this even more compelling

Commercial real estate, for which there are thousands of acres nearby I-70, is not a part of this survey nor discussion. The numbers for commercial are probably far five to ten times greater than what was studied in this survey.

A re-route onto I-270 and I-76 would have profound positive impacts on many neighborhoods in terms of livability, connectivity, walkability, bikeability, health benefits from less air pollution, less sounds pollution as the urban fabric of the communities would be woven back together. It would partially un-do the wrongs that were committed to these communities in the 1960s. We need the I-76 & I-270 re-route alternative studied before we make a decision like this that has such terrible consequences to so many communities and limits the potential benefits to so many communities.

Steve Kinney



Residing in Denver at 4876 Tennyson St. Denver, CO 80212

Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.

Steve@SKinneyProperty.com

Comments

Source: Submittal

Document Number: 808

Last: Kinney

First: Steve

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Comments and the tone

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 10:24 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Good morning,

Below and attached is a comment for consideration in the SDEIS.

In the 2008 DEIS, I think that the description of comments received was mischaracterized and was deaf to the tone of the conversations & comments. It is important that this be represented/presented properly.

CDOT claims to have support from the communities? Where is that support? I've been searching for it and cannot find it anywhere near the I-70 freeway. I can find a bit of it in Green Valley Ranch and at DIA, but no place else. Where is it? What are they saying that suggests CDOT has the public's support for a freeway that is three times wider in the middle of neighborhoods?

Attached are two [of many] illustrations of the tone and the discussion of the SDEIS for the I-70-east project. Like the majority of these conversations, these two demonstrate the comments against the project and clearly show that the public is NOT in support of this project.

>

> First, find attached [or via the following link] CDOT's Facebook page for the video that was distributed by CDOT:

> https://www.facebook.com/coloradodot/posts/725033837551525?comment_id=730862963635279¬if_t=comment_mention Practically everyone who commented was not supporting the project. In a few cases, people supported CDOT's great snow plow drivers.

>

> Second, find the summary notes from the meeting hosted by elected officials on October 22. These notes were compiled by Nola Miguel and Susan Aldretti, who each work for Denver City Council Members. I don't think that they sufficiently convey the true negative tone, but even in this document, its very clear that the great majority of those who spoke-up are NOT supporting this project as outlined in the SDEIS.

>> Thank you for participating in the community conversation about the reconstruction of I-70 last week. Many people requested a copy of the presentation

>> <http://www.denvergov.org/Portals/768/documents/community%20conversation%20english.spanish%20corrected.pdf> and notes

https://webmail1.web.com/src/read_body.php?passed_id=660&mailbox=INBOX.INBOX... 12/30/2014

January 2016

C-543

Comments

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Document Number: 808

Last: Kinney

First: Steve

Webmail

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>> <<http://www.denvergov.org/Portals/768/documents/Comments%20and%20Questions%20from%20the%20I70%20Public%20meeting%2010-22.pdf>> of the meeting. You can click on the links to access the documents.

>> Susan Aldretti

>> Council Aide

>> Councilwoman At-Large Debbie Ortega

Thank you!

Steve Kinney
4876 Tennyson St
Denver CO 80212
Steve@SKinneyProperty.com

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

untitled-[1.2]

4.8 k [text/html]

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1.1 M [application/pdf]

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Oct 22 Ortega Spon Comm Discussion.pdf

226 k [application/pdf]

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Comments

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Document Number: 809

Last: Kinney

First: Steve

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FW: I-70 East EIS - SDEIS COMMENTS

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 10:39 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

Options: [View Full Header](#) | [View Printable Version](#) | [Download this as a file](#) | [Add to Address Book](#) | [View Message details](#)

Attached to this e-mail are several attachments for inclusion in the public comments.

First, is the letter sent by The President of the Clayton Neighborhood Assn [RNO] to CDOT. The e-mail trail is below from a couple days ago.

Second, are three more letters: Berkeley Regis United Neighbors, INC and Clayton [duplicated]

Third, is one from the American Institute of Architects.

Forth, is one from UCAN.

It is my understanding that Sunnyside, Park Hill and West Highlands RNOs have also sent letters requesting that CDOT perform a Supplemental EIS on the I-270/I-76 re-route alternative.

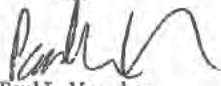
Regards,



Steve Kinney
4876 Tennyson St
Denver CO 80212
303-475-8200
Steve@SKinneyProperty.com

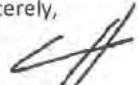

Steve Kinney
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Source: Submittal	Document Number: 809	Last: Kinney	First: Steve	Source: Submittal	Document Number: 809	Last: Kinney	First: Steve
<div>Webmail<div>Page 2 of 2</div></div> <div><div>On 10/28/14, 9:16 PM, "Clayton United" <claytonneighborhooddenver@gmail.com> wrote: >Hello, > >Thank you for your time. I would like to forward the letter attached to >you for the official comment record. Its creation was voted on and >approved by the membership of Clayton United, a Denver RNO representing >the area from 40th to MLK and York to Colorado. > >Thank you, > >John Riecke >President, Clayton United ></div><div><div>Attachments:</div><div><div>I-70 Re-Route Option Letter.pdf105 x[application/pdf]Download</div><div>img-X30111512-0001[4].pdf126 x[application/pdf]Download</div><div>A AIA Letter.pdf563 x[application/pdf]Download</div><div>A UCAN Letter of Support.pdf117 x[application/pdf]Download</div></div><div><div>Delete & Prev Delete & Next</div><div>Move to: INBOX<div>Move</div></div></div></div></div>				<div><div>CLAYTON UNITED</div><div>Community Moving Forward</div></div> <div><div>Sep 24, 2013</div><div>Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver</div><div>Re: I-70 Re-route Study</div><div>Dear Mayor Hancock and CDOT Executive Director Hunt:</div><div>Clayton United is one of two RNOs representing the Clayton neighborhood in Denver. Our mission is to bring neighbors together and create a place where new relationships can be built. We do this in service of creating a strong, connected and caring community in our small piece of Denver.</div><div>Clayton United recently heard from representatives of a group of concerned citizens about the planned rebuild of I-70 which raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.</div><div>The membership voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.</div><div>Although Clayton United has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.</div><div>Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.</div><div>Respectfully,</div><div>John Riecke</div><div>President, Clayton United</div></div> <div><div>https://www.facebook.com/groups/claytonneighborhood80205/</div></div>			
<div>https://webmail1.web.com/src/read_body.php?passed_id=661&mailbox=INBOX.INBOX... 12/30/2014</div>							

Comments			
Source: Submittal	Document Number: 809	Last: Kinney	First: Steve
<div><div><div>Berkeley Regis United Neighbors, Inc.</div><div>October 27, 2014</div><div><p>The Honorable Michael B. Hancock, Mayor City and County of Denver 1437 North Bannock Street, Room 350 Denver, CO 80202</p><p>Mr. Donald Hunt Executive Director Colorado Department of Transportation 4201 East Arkansas Avenue Denver, CO 80222</p><p>RE: I-70 Re-route Option</p><p>Dear Mayor Hancock and Mr. Hunt:</p><p>Berkeley Regis United Neighbors (BRUN) is a registered neighborhood organization with the city of Denver whose boundaries are Sheridan Boulevard to the west, Federal Boulevard to the east, West 38th Avenue to the south, and West 52nd Avenue to the north. We have heard from concerned citizens within our boundaries about the planned rebuild of I-70 which raised concerns as to whether or not a re-route option along the I-76 and I-270 has been fully studied as a possible alternative. I-70 bisects our two neighborhoods that have been greatly impacted as have neighborhoods to the east.</p><p>The BRUN board has voted to support the request that an I-70 re-route option along the I-76 and I-270 path be given a thorough examination as part of an EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.</p><p>Our neighborhood has been greatly impacted by the original construction of I-70, separating our two great neighborhoods from the rest of Denver. If the planned route is approved, a similar expansion through our neighborhood seems inevitable.</p><p>Thank you for your consideration of this important issue to our neighborhood.</p><div><div>Sincerely,</div><div></div><div>Paul L. Vorndran President Berkeley Regis United Neighbors (BRUN) 3905 Zenobia Street Denver, CO 80212 720-837-8940</div></div></div></div></div>			

Comments			
Source: Submittal	Document Number: 809	Last: Kinney	First: Steve
<div><div><div><div><div>Inter-Neighborhood Cooperation-</div><div>September 5, 2013</div><div><p>Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver</p><p>Re: I-70 Re-route Study</p><p>Dear Mayor Hancock and CDOT Executive Director Hunt:</p><p>Established in 1975, Inter-Neighborhood Cooperation (INC) is a city-wide network with current membership of 97 Registered Neighborhood Organizations. INC's mission is to advocate for Denver citizens by bringing together, informing and empowering Denver neighborhood organizations to actively engage in addressing City issues.</p><p>Inter-Neighborhood Cooperation has been following the I-70 EIS process with interest for several years, and supports community engagement in determining the best future direction for I-70. Presentations made to INC and communications from nearby neighborhoods have raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.</p><p>INC's delegation has voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.</p><p>Although INC has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.</p><p>Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.</p><p>Respectfully,</p><div></div><p>Cc: Kirk Webb, Colorado Department of Transportation, Region 6 INC Executive Committee</p><div><div>PO Box 300884</div><div>Denver, Colorado</div><div>80216</div></div></div></div></div></div></div>			

Comments				Comments			
Source: Submittal	Document Number: 809	Last: Kinney	First: Steve	Source: Submittal	Document Number: 809	Last: Kinney	First: Steve
<div><div>CLAYTON UNITED</div><div>Community Moving Forward</div></div> <p>Sep 24, 2013 Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver</p> <p>Re: I-70 Re-route Study</p> <p>Dear Mayor Hancock and CDOT Executive Director Hunt:</p> <p>Clayton United is one of two RNOs representing the Clayton neighborhood in Denver. Our mission is to bring neighbors together and create a place where new relationships can be built. We do this in service of creating a strong, connected and caring community in our small piece of Denver.</p> <p>Clayton United recently heard from representatives of a group of concerned citizens about the planned rebuild of I-70 which raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.</p> <p>The membership voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.</p> <p>Although Clayton United has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.</p> <p>Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.</p> <p>Respectfully,</p> <p>John Riecke President, Clayton United</p> <p>https://www.facebook.com/groups/claytonneighborhood861016/</p>				<div><div>AIA Denver</div><div>A Chapter of The American Institute of Architects</div></div> <p>September 12, 2013</p> <p>Mr. Don Hunt, Executive Director Colorado Department of Transportation 4201 East Arkansas Avenue Denver, Colorado 80222</p> <p>Dear Mr. Hunt:</p> <p>The AIA Denver Board of Directors, following the recommendations of its member Urban Design Committee, would like to comment on the Colorado Department of Transportation's (CDOT) "Preferred Alternative" in its I-70 East EIS process nearing conclusion. As architects, the protection of the safety, health and welfare of our citizens is our first responsibility. Those in government share that responsibility.</p> <p>AIA Denver commends the visionary leaders who, over the last 25 years, have accomplished enormous changes in the Denver metro area. The entire nature of the city has been transformed through such efforts as Blueprint Denver, the rewrite of city's zoning code, the redevelopment of the of Stapleton and Lowry AFB brownfield sites, DIA, FasTracks, Anschutz medical campus, and the redevelopment of Denver's historic train yards and Union Station. In doing so, these leaders have brought the city of Denver to the threshold of becoming a "world-class" city.</p> <p>As architects, planners and leaders we see the need to repair the east-west Interstate Highway corridor as another such transformative opportunity for our city, as an enhancement to these recent endeavors. We believe the "preferred alternative," to depress the highway in its current location, overlooks the critical issues of social justice that are contained in the recent directive from FHWA, because it fails to consider the opportunities inherent in an option previously discarded: that of re-routing the east-west through traffic up the existing I-270/I-76 corridor, removal of the elevated viaducts, and reconnecting the socially and economically isolated neighborhoods of Elyria, Swansea and Globeville to the traditional city street grid.</p> <p>The highway has detrimentally impacted the health of those living in its proximity, and disproportionately affected the property values and economic opportunity of the area's predominantly low income and disadvantaged citizens. It has, further, rendered the social cohesion of those neighborhoods split by the highway. Widening the highway stands to exacerbate these issues.</p> <p>For these reasons, and, in keeping with the City of Denver's aspiration to become a "world-class" city, we request that CDOT implement a Supplementary Environmental Impact Statement process to restudy the entire east-west Interstate Highway corridor (I-70, I-76 and 270). As architects, planners and community leaders we believe the future of the city demands it. After 40 years of living in the demeaning shadow of the highway, the citizens of Denver's Elyria, Swansea and Globeville neighborhoods need to be released from that oppressive environment.</p> <p>Sincerely,</p> <div><div> Carl Hole, AIA LEED AP President AIA Denver</div><div> Dean Foreman, AIA LEED AP Chairman AIA Denver Urban Design Committee</div></div> <div>303 E. 17th Ave., Ste. 110 Denver, CO 80203 303.446.2266 800.628.5598 Fax: 303.446.0066 www.aiacolorado.org</div>			

Comments

Source: Submittal

Document Number: 809

Last: Kinney

First: Steve

UNITED COMMUNITY ACTION NETWORK of METRO DENVER

4653 High St., Denver, CO 80216-2816

UCANMetroDenver@gmail.com

UCAN Metro Denver: Statement on I-70

The 1964 placement of the I-70 viaduct cutting through the heart of the Denver neighborhoods of Elyria, Swansea, and Globeville (ESG) is generally understood to be an abomination imposed on these neighborhoods in a manner that would not be allowed under today’s rules and standards. It was NOT the intent of President Eisenhower’s long-championed Federal-Aid Highway Act, signed in 1956, to run interstate highways *through* cities, dividing neighborhoods from themselves and creating environmental hazards that would extend for generations.

Yet, this is precisely what occurred when I-70 was routed through ESG, and the destructive effects of the I-70 viaduct continue to be felt in these neighborhoods today.

Now, the Colorado Department of Transportation (CDOT) has determined that this stretch of I-70 must be replaced, and the City of Denver must work with CDOT to find a solution for what is to be done with the aging viaduct still cutting through ESG.

This would seem to be an ideal opportunity for the City of Denver and CDOT to reverse past mistakes, and rise to find a solution for the 21st Century, enlightened by a new vision of the interrelation between urban planning and transportation.

But, in a process that is well into its tenth year, CDOT and the City of Denver have made plans and presented them to the ESG community with virtually no input from the residents whose health, property values, and lives are most immediately and most significantly impacted by ANY I-70 solution.

While CDOT has convened public meetings, the public “discussion” so far of I-70 through these neighborhoods has been controlled by interests that have pushed aside the residents’ concerns and perspectives. The point-of-view of the residents has been side-lined, minimized, or utterly absent. Over the last 10 years, CDOT and the City of Denver have made plans and presented them to the residents as if to say “this is what you get: what do you think?”

As residents, property owners, and taxpayers in the City of Denver, we had expected the city to advocate for the neighborhoods for the best possible solution to I-70. However, strong efforts by residents to appeal to the Mayor’s Office have been met with a wall of intransigence and blind adherence to CDOT’s highly questionable analyses and positions. The Mayor’s office has frequently behaved as a toady to CDOT on the issue of I-70. Appeals to other city officials have typically elicited a tepid response to an issue that evokes great passion among residents of ESG.

Furthermore, in the I-70 Environmental Impact Statement (EIS), no proper health study was performed. Because of the serious yet unknown health impacts to the neighborhoods, it is ABSOLUTELY NECESSARY that a comprehensive HEALTH IMPACT ASSESSMENT (HIA) be conducted and integrated along with the I-70 EIS before ANY decision regarding I-70 is made. UCAN’s Board of Directors has initiated a broad, resident-led effort in pursuit of a comprehensive HIA in regard to I-70 and the larger environmental issues in North Denver.

Going forward, we demand that the city no longer continue its passive role in pursuit of a solution for I-70, but become an ADVOCATE for the optimum well-being of residents in ESG and the future of Denver as a whole.

We appeal to all public officials and concerned citizens at all levels to work openly, honestly, and in earnest to find the best possible 21st Century solution for the neighborhoods of Elyria, Swansea, Globeville; the City of Denver; and the region.

UCAN Metro Denver, by unanimous consent

May 18, 2013

UCAN Metro Denver is a non-profit, registered neighborhood organization

Comments

Source: Submittal

Document Number: 810

Last: Kinney

First: Steve

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Myths & Realities - For Public Comment

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 10:42 am

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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From Unite North Metro Denver's website:

http://unitenorthmetrodenver.com/70-reroute-myths-realities/

There are many misconceptions that surround CDOT's impending reconstruction of the I-70 reroute. This post lists these misconceptions, and addresses them by telling the real story.

Myth: It is too late to study the possibility of removing I-70 from Denver and rerouting it along the I-270/I-76 corridor. The decision has already been made to do the below grade highway widening. The train has already left the station.

Reality: The Colorado Department of Transportation (CDOT) has just published a Draft Supplemental EIS on the below grade option. The Record of Decision (the final decision) won't be made until 2015 at the earliest and construction won't begin until at least 2016. Until then other alternatives are still on the table.

Myth: A decision has to be made quickly because the I-70 viaduct is deteriorating and may be unsafe.

Reality: The Draft Supplemental EIS rates the Viaduct at a 62 on the scale of Colorado bridges. According to "Your CDOT Dollar" a bridges rated 62, "require preservation-focused maintenance or occasional corrective rehabilitation work." In 2011 CDOT spent \$24m on repairs to the viaduct which "Provided an estimated 10-15 yrs. of structure life." That means that the viaduct is perfectly safe until at least 2021 and probably until 2026, and its life could be extended even longer at a very small cost.

Myth: A decision has to be made quickly because we have been studying this issue for 10 years and now it is just time to build.

Reality: Just as the decision to initially locate I-70 in Denver in the 1960s affected the City for the next half century, this decision will determine how the northern half of Denver will develop for the next half century. In fact, if a private sector partner is engaged to build the highway (a Public-Private-Partnership) a long-term contract will be signed to retain the right-of-way to allow that company to make a profit. For the sake of Globeville, Elyria, Swansea and the entire northern metropolitan region, it is more important to make the right decision than to make a hasty decision.

Myth: We have to expand the highway to 10 lanes to deal with highway congestion today.

Reality: According to CDOT the purpose of the new toll lanes is not

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C-548

January 2016

Comments				Comments			
Source: Submittal		Document Number: 810	Last: Kinney	Source: Submittal		Document Number: 810	Last: Kinney
First Steve				First Steve			
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<p>primarily to relieve congestion. It is to provide a "reliable trip" for people in the toll lanes. They define a reliable trip as an average speed to 45 mph. In order to accomplish this, when highway traffic increases they will increase tolls, forcing more cars into the general purpose lanes, increasing congestion in those lanes to maintain a smooth ride for those who can afford the tolls. This transfers wealth from the general public who paid for the highway, and the people living along it who bear its negative effects, to rich people riding in the "lexis lanes".</p> <p>Myth: We have to expand the highway to 10 lanes to deal with increased highway traffic in the future.</p> <p>Reality: Between 2005 and 2011 annual per person vehicles miles traveled declined 11.4% in Colorado. Because of an aging population, changing driving habits among young people, more people working from home, increased urbanization and greater use of public transportation people are driving less each year. Moreover, because of better technology the capacity of existing highways is increasing. A study at Columbia University estimates that within 75 years current highways can safely transport almost three times as many cars. Widening highways is thinking for the past century, not the next century. It wastes taxpayers' dollars.</p> <p>Myth: Studying rerouting I-70 along I-270/I-76 would require a full new Environmental Impact Statement and would delay the project by 5 to 10 years.</p> <p>Reality: The I-270/I-76 reroute was one of the multiple alternatives proposed by CDOT in 2003. It was summarily dismissed, but I-270 was always considered part of the study corridor. In fact, CDOT held outreach meetings in Adams County as late as November of 2012 seeking to convince people there that placing the highway along I-270 would not be in their interest. As a result, examining the I-270/I-76 alternative would be no different than what CDOT did when it examined the below grade option after initially rejecting it as part of its 2008 EIS. It would only require a Supplemental EIS which experts in the field estimate would not take longer than 9 to 12 months, and which would not cost more than \$1m.</p> <p>Myth: The I-270/I-76 reroute was studied and rejected by CDOT in 2003, and was studied and rejected again in 2008.</p> <p>Reality: The Colorado Department of Transportation has repeatedly been asked to produce any studies of the full reroute that have been done. They have consistently been unable or unwilling to do so.</p> <p>Myth: The I-270/I-76 reroute was presented to the PACT of stakeholders and to members of the Globeville, Elyria, and Swansea communities at outreach meetings and was rejected by them.</p> <p>Reality: The PACT was specifically prohibited from considering the full reroute. The only reroute that was submitted to the PACT and to community members would have begun east of I-25 and cut through the heart of Elyria to intersect I-270. It would have done irreparable harm to the community and was rightly rejected, but it was very different from the full reroute. In fact, according to Denver City Councilperson Paul Lopez, when community members throughout East Denver were surveyed by CDOT in 2003 their first preference was for I-70 to be removed.</p> <p>Myth: The I-270/I-76 reroute was rejected by CDOT because a cost analysis was done and it was found to be too expensive. It would cost \$4.35b.</p> <p>Reality: a document provided by CDOT in response to inquiries states, "Cost estimates typically are not prepared for eliminated alternatives."² The \$4.35b number is a "high level cost estimate" prepared in response to questions. It has been rejected as grossly elevated by several experts who place the realistic cost as between \$500m and \$1b, about one-half the cost of the below grade option. And, this figure does not include the savings from not having to reconstruct and widen I-270 after the I-70 below grade option is completed; something that CDOT has already promised Adams County.</p> <p>Myth: The below grade option isn't perfect, but it will improve conditions in Globeville, Elyria and Swansea over what currently exists.</p> <p>Realty: A survey of 15 real estate brokers who work across north Denver estimates that if the below grade option is completed and the highway is widened, it will decrease property values in Globeville, Elyria and Swansea</p>				<p>by an average of 6.85%. It will increase the isolation of those living north of the highway by tripling the north-south division to over 300 feet, by reducing the number of north-south cross streets from fourteen to six, and by erecting 8 to 14 foot sound barrier/safety walls in residential areas. In contrast, according to the realtors, rerouting the highway would increase property values by an average of 24%.</p> <p>Myth: CDOT's plan for the below grade option adequately mitigates the effect of the highway at Swansea Elementary School.</p> <p>Reality: The Environmental Protection Agency's School Siting Standards recommend that no school be located within a half mile of an Interstate highway. California outlaws new schools being constructed within 500 feet of a major highway. The only mitigation that CDOT has offered to this point is to move the playground to the other side of the school, install soundproof doors and windows, improve the internal ventilation and construct two new classrooms. This is wholly inadequate to protect the health of the children.</p> <p>Myth: Rerouting the highway will result in deterioration of the neighborhood by replacing it with a busy surface level road similar to Colorado Boulevard or Santa Fe Boulevard.</p> <p>Reality: Nobody is proposing simply removing the highway and installing a surface level boulevard. In each of the numerous cities that have successfully removed highways, the removal has been accompanied by planning to improve the traffic grid and to support the creation of alternative transportation modalities such as b king and mass transit. In every other city that has removed a highway it has resulted in less traffic congestion.</p> <p>Myth: Rerouting I-70 would flood I-270 and I-76 with over 400,000 cars per day.</p> <p>Reality: CDOT's own projections for the reroute are for a maximum of 140,000 Average Daily Traffic on I-270 and 125,000 ADT on I-76. Estimates above that are simply scare tactics which double count the cars that would be on the rerouted highway and the surface boulevard, and which do not contemplate any planning to improve other routes.</p> <p>Myth: Rerouting the highway is just another case of NIMBY. It would be detrimental to Adams County and Jefferson County.</p> <p>Reality: According to numerous developers who have interests in Adams and Jefferson Counties, a state-of-the-art highway such as currently exists through Vail, Glenwood Canyon or T-Rex would substantially increase property values along I-270 and I-76 by changing the image of the southern part of those counties. It would promote the type of office and light industrial development that belongs along an interstate highway such as that which currently exists at the Tech Center and Interlocken.</p> <p>Steve Kinney 4876 Tennyson St Denver CO 80212 Steve@SKinneyProperty.com</p>			
<p>Attachments:</p> <div><div>untitled-[2]</div><div>23 k</div><div>[text/html]</div><div>Download View</div><div>Delete & Prev Delete & Next</div><div>Move to: INBOX</div><div>Move</div></div>							
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Comments

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FW: Town Hall to Discuss I-70 Financing

From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 3:02 pm

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Another comment:

Does it not seem presumptuous to be meetings with prospective contractors and prospective financing partners before the SDEIS is closed? I think this should come only after the ROD has been issued, and certainly not within the public comment period of the SDEIS. It sends an unfair and inappropriate message to the public that the decision about the project proceeding has been made. It sends a message that the decision about the location and size of the project has already been made. Those decisions absolutely have not yet been made.

Literally hundreds of time in the past 18 months, I have heard these messages like these:

- * I thought that this was a done deal
- * That train has already left the station
- * This is too late, they are already proceeding
- * Look at the signs on the my friend's old house, they've already purchased homes, you can't change what they are doing now
- * There is no way you guys can get them to do anything different, you're crazy
- * You think that they listen to any of us? They don't. They just want you to think they do by offering you cookies to come to their meetings to show that they talked to someone

Until an ROD has been issued, not only are these meetings a waste of time, they are terribly inappropriate because they are compromising the public comment process. I am certain people chose to not make a public comment, because they think its already too late. Not acceptable!

From: Steve Kinney <steve@skinneyproperty.com>

>

Date: Friday, October 31, 2014 at 3:48 PM

To: "Aldretti, Susan K - City Council Operations" <Susan.Aldretti@denvergov.org>

>

Subject: Re: Town Hall to Discuss I-70 Financing

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Comments

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Thank you Susan for updating me.

I'm curious if anyone besides me is asking if this feels premature? It seems to me that we should know what the plan is before they start planning financing. I hope and expect that the plan on the table is not the plan that comes to fruition. Too bad the outreach efforts to the communities isn't as good as the outreach appears to be to the contractors and and potential PPP partners.

Regards,

SK

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

From: "Aldretti, Susan K - City Council Operations" <Susan.Aldretti@denvergov.org>

>

Date: Friday, October 31, 2014 at 1:06 PM

To: Steve Kinney <steve@skinneyproperty.com>

>

Subject: Town Hall to Discuss I-70 Financing

As a participant in Councilwoman Ortega's recent public meetings concerning I-70, she wanted to make sure you know about a town hall meeting to discuss financing of the project. The meeting will be held next Wednesday, November 5 at Swansea Recreation Center, 2650 E. 49th Ave from 5:30 to 7:30 pm.

The High Performance Transportation Enterprise (HPTE) has been exploring private investment to finance and accelerate improvements to I-70 from Tower Road to I-25. Representatives of HPTE, the Colorado Department of Transportation (CDOT) and the I-70 East team will discuss the process for finding the right private partner for I-70 East and to highlight elements of a possible Request for Qualifications. A "Request for Qualifications" describes the project. Companies or teams of companies respond by submitting their qualifications to be considered for the project. You will be able to ask questions and provide input at the meeting. If you cannot attend the meaning you can learn more about HPTE and provide input by visiting www.cdotexpresslanes.onfo <<http://www.cdotexpresslanes.onfo>> .

Susan Aldretti
Council Aide
Councilwoman At-Large Debbie Ortega
Denver City Council
1437 Bannock Street, Room 492
Denver, CO 80202
720.337.7713 <tel:720.865.9083> Phone | 720-337-7728 Direct Line
susan.aldretti@denvergov.org

Comment from:

Steve Kinney
4876 Tennyson St

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C-550

January 2016

Comments

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Document Number: 812

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First: Steve

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From: "Steve Kinney" <steve@skinneyproperty.com>

Date: Fri, October 31, 2014 6:15 pm

To: "CDOT I-70 East Project Office" <contactus@i-70east.com>

Cc: "Steve Kinney" <steve@skinneyproperty.com>

Priority: Normal

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Reference Section 4.3.2, page 4-41 Vehicle hours expensed traveling. A similar model should be done for the re-route alternative plus with a six-lane boulevard while appropriately factoring-in the displacement of traffic to other modes and alternative routes.

Where is the reference to the differences in VHT [or TWWSIICT (time wasted while sitting in infuriating construction traffic) for the differences between this proposal and a re-route, that allows the alternatives to be improved/expanded before the viaduct changes occur? The PCLA will logistically be the most complex, unsafe and difficult transportation project ever undertaken in metro-Denver taking the freeway from elevated to grade, and then from grade to inside the trench, all while keeping the route openS

Exhibits 2-3 and 4-38 may not representing "existing" travel times correctly. Unless including weekends, these times appear lower than actual. Do these projection numbers take into account the following:
€ Three new light rail lines, with the East Corridor being most important. If so, at RTD's projected #s? What about their scalable #s?
€ I-270 planned improvements, per DRCOG's plans and the expansion Denver CW Montero says will occur prior to the project commencing
€ Current actual/real trends in fewer #s of vehicle miles per year being driven [not using #s that are five years old]?
€ Trends such as computer-controlled cars which are expected to increase capacity of roadways ?
€ Trends regarding fuel price increases and what those do to miles driven?

From an economic development perspective, the following communities have moderate-to-great economic development opportunities with a re-route onto I-76 & I-270: Denver, Unincorporated Adams County, Incorporated Jefferson County, Arvada. Has any person or organization looked at these potential benefits & advised them?

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Section 4.1, exhibit 4-5 and many of the assumptions made in Section 4 doesn't take into account the three light rail lines that are underway, one of which is two years from completion. This is not proper presentation of the facts.

Do these two:
- ³Typically, individual segments of I-70 will experience an increase in directional daily volumes of between 20 percent and 40 percent compared to existing conditions [presumably comparing to 2035]

- Does exh bit 4-23 to 4-26 [and many other references and illustrations in Section 4

factor in the following:
€ Three new light rail lines, with the East Corridor being most important. If so, at RTD's projected #s?
€ I-270 planned improvements?
€ Current actual/real trends in fewer #s of vehicle miles per year being driven [not using #s that are five years old].
€ Trends such as computer-controlled cars which are expected to increase capacity of roadways
€ Trends regarding fuel price increases and what those do to miles driven
If so, please discuss. If they do not factor-in those elements [plus others, which transportation engineers and urban planners should be aware of], they need to, or its mischaracterizing the situation.

Environmental Justice:
Section 4.1.3, page 4-15: ³Higher speeds, or lower levels of congestion, result in shorter travel times, or better mobility. Speed also can reduce safety on a facility² Does this not beg for the ³facility² that is within and adjacent to many communities to be a boulevard, not a freeway?

Is the only objective here higher speeds on the freeway? If so, is commuter and potentially community safety is compromised? Additionally, doesn't increased capacity and additional speed causes more pollutants to be emitted into the adjacent communities?

Section 4.1.3, page 4-18 Existing east-west local street volumes paragraphs and Exhibit 4-16 and specifically: ³As I-70 becomes congested, motorists may decide to use parallel local streets to complete east-west trips within the sub-area.² This suggests to me that displacing some volume onto other routes is a bad thing.

Why does CDOT not think that its appropriate to find a way so that the I-70-adjacent communities are not bearing the burden of all of the pollution? A few incredibly-important points are missing here include:
€ More commuters will chose to ride a bicycle, ride light rail or participate in a ride-share
€ Trips will be combined or done at off-peak times so that there is more efficiency
€ Some trips will simply be eliminated
€ Some businesses along the parallel local streets will benefit from additional traffic

Many sections of the Elyria, Swansea and Globeville neighborhoods don't currently have sidewalks. On page 4-6, there is a reference to Denver's Sidewalk Policy and the owner's responsibility to arrange for repairs. Is

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<p>this document suggesting that all homeowners must now install sidewalks? Will those incredibly-unfortunate homeowners who will be living next to the service roads be required to maintain those new sidewalks, including snow removal/splash-back/snowplow mess and clean-up from thousands of trucks passing-by daily?</p> <p>Reference Section 4.4, page 4-51: "the removal of the York Street interchange in all Build Alternatives and changes to the Steele Street and Colorado Boulevard interchanges will have an adverse impact on circulation and an increase in truck traffic on some of the local streets in the vicinity of these changes</p> <p>Section 4.3.2, page 4-35: Future I-70 Speeds Are the CDOT engineers and traffic modeling experts familiar with the concept entitled "Induced Demand"? Are these factors accounted for in the speed study?: Same question for Section 4.3.2, page 4-40 VMT</p> <p>€ More commuters to chose ride a bicycle, ride light rail or participate in a ride-share</p> <p>€ Trips will be combined or done at off-peak times so that there is more efficiency</p> <p>€ Some trips will simply be eliminated</p> <p>€ Some businesses along the parallel local streets will benefit from additional traffic</p> <p>Is speed our only criteria for improvement?</p> <p>Weather implications: Reference Section 4.1: "Colfax is the only roadway other than I-70 that provides continuous east-west connectivity through the study area from I-25 to Tower Road". Colfax should be in the study area, but, it appears to me to not be within the "study area", but this statement reiterates a very big concern that weather related events, like the 100-year storm in September 2013 most-likely would have rendered this emergency evacuation route unusable, no? Worse, it probably would have caused life-threatening danger for people stuck in the flooded.</p> <p>Fair representation</p> <p>Reference ES3: "structurally deficient". Really? 2.1, 2.5.1 notes the viaduct being rated as a "44" why reference the "44" rating if its now a "62". What is the rating as of the date of the publication of the SDEIS and today? Please share the scale definitions. [CDOT & your dollars study]</p> <p>Reference Section 3.5: and the letter from Don Hunt to Dennis Gallagher, answering questions [attached to this e-mail], why does CDOT suggest that I-270 and I-76 would need to be 16 lanes? Based upon the response to another question in that letter, if only 40% of the traffic were to move to those facilities, wouldn't eight lanes probably be sufficient?</p> <p>Constructor Safety</p> <p>This proposed project is immensely complicated, correct? Do worker safety</p>			
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Comments											
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<p>issues & risk of injury and/or of death not increase when the project is more complicated? A re-route onto I-270 & I-76 is very simple. Mostly at-grade, mostly clean [uncontaminated] soil, mostly in a wide right of way, the ability to be better-protected from traffic, little or no cave-in fear as with the trench. Please, for the safety of the construction worker, study the 270/76 re-route!</p> <p>Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route</p> <p>For those of you reviewing this thank you very much for all that you are doing.</p> <p>Steve Kinney 4876 Tennyson St Denver, CO 80212 Steve@skinneyproperty.com</p> <p>Steve Kinney RE/MAX Professionals City Properties 303.475.8200 [cell] Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.</p> <p>Attachments:</p> <table><tr><td>untitled-[1.2]</td><td>83 k</td><td>[text/html]</td><td>Download View</td></tr><tr><td>I-70 7-17-2014 Letter to Dennis Gallagher from Don Hunt[3].pdf</td><td>243 k</td><td>[application/pdf]</td><td>Download</td></tr></table> <p>Delete & Prev Delete & Next</p> <div><div>Move to: INBOX</div><div>Move</div></div>				untitled-[1.2]	83 k	[text/html]	Download View	I-70 7-17-2014 Letter to Dennis Gallagher from Don Hunt[3].pdf	243 k	[application/pdf]	Download
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Responses to Comments	Responses to Comments
<p>During the public comment period for the I-70 East Supplemental Draft EIS, held from September 2014 through October 2014, Mr. Steve Kinney, a private citizen and resident of Denver, submitted numerous comments to the project team. Due to the volume and nature of Mr. Kinney’s comments, only select portions are included as a physical copy in the printed Final EIS. Only those materials that contained comments on the I-70 East Supplemental Draft EIS which generated a response by CDOT are included as a physical copy. Some materials included by the commenter, such as a fully copy of the American Planning Association’s Peer Review Report, were noted, but are not printed in this document.</p> <p>Additionally, some of the attachments from Mr. Kinney include a collection of comments by other stakeholders that he resubmitted. Please note that some comments collected by Mr. Kinney were submitted by their original commenter before the official Supplemental Draft EIS document was published and the official comment period opened. The I-70 East project team responded to these comments as they were received; therefore, they are not included, nor responded to, in the Final EIS. Some of the other comments were resubmitted by the original commenter during the Supplemental Draft EIS public comment period and are included and responded to in the Citizen Response portion of Attachment Q of the I-70 East Final EIS; therefore, the responses to these duplicates are not included in the responses to Mr. Kinney’s comments. To see a complete copy of Mr. Kinney’s comments, including full copies of all of his attachments, please see the document titled Kinney.pdf in the digital copy of the I-70 East Final EIS.</p> <p>This letter has been prepared in response to Mr. Kinney’s comments not otherwise responded to, printed and digital, per CEQ regulation 40 CFR 1503.4. This letter responds only to the substantive comments by topic rather than comment by comment as has been done for others.</p>	<p>OUTREACH</p> <p>Mr. Kinney submitted numerous comments regarding CDOT’s outreach efforts. The project team continues to use an extensive public involvement approach to communicate important project updates and allow the public to provide input on the EIS, cover amenities, and the alternatives under analysis in the EIS. Please see OUT1 through OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Even though the full Supplemental Draft EIS was not translated into Spanish, the Executive Summary and the Summary of Impacts and Mitigation (Section 5.22 of the Supplemental Draft EIS), which provide the most important details about the project, were translated into Spanish. In addition, Spanish translators were available at the project office six days per week during the public comment period to assist Spanish speakers in translating and understanding any sections of the document they were interested in. Additionally, the translators participated in the door-to-door outreach effort to solicit comments.</p> <p>There were comments that CDOT was trying to limit people’s comments that did not support the project. Please note that CDOT encourages comments from everyone; see Chapter 10 of the Final EIS for ways CDOT has reached out to the public to solicit input. However, comments need to be deliberately submitted by the author to be accepted as official comments. Petitions are different because people signing a petition realize that it will be submitted as one comment. In December 2007, the CEQ published A Citizen’s Guide to the NEPA: Having Your Voice Heard. This resource states: “It is important to understand that commenting on a proposal is not a ‘vote’ on whether the proposed action should take place.” (CEQ, 2007, p. 12)</p> <p>There were comments about CDOT not attending meetings or presentations that were project-related. When meetings were conducted by city officials or other organizations, CDOT representatives were not always invited, nor were they always able to attend when invited. In addition, CDOT has little to no input on meeting dates, times, locations, or content when meetings are conducted by other organizations. However, CDOT conducted a thorough outreach process to all stakeholders and affected communities. Please refer to Chapter 10, Community Outreach, of the Final EIS for details about the project’s outreach efforts to the public and stakeholders. The information gathered during the outreach process has helped the project team refine the project alternatives.</p> <p>ALTERNATIVES ANALYSIS</p> <p>The Supplemental Draft EIS and Final EIS have fully considered the reasonable alternatives that meet the project’s purpose and need. For information on the alternatives analysis, including the No-Action Alternative and the I-270/I-76 Reroute Alternative, please see ALT1 through ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Responses to Comments	Responses to Comments
<p>TRANSPORTATION AND TRAFFIC</p> <p>Transportation and traffic are adequately addressed in Chapter 4, Transportation Impacts and Mitigation Measures, of the Final EIS. For information on multi-modal transportation considerations, changes in future driving trends, traffic impacts during construction, traffic forecasting and modeling, impacts on I-70 west of I-25, rerouting truck traffic, and north-south connectivity, please see TRANS1 through TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>There were several references in the comments to the extra mileage drivers would be required to travel by rerouting I-70 along the I-270/I-76 corridor and how this extra mileage would not greatly impact these travelers because traffic would at least be moving. CDOT has heard from the trucking industry (See Colorado Motor Carriers Association comments in the Special Interest section of Attachment Q) and others that they do not support the Reroute Alternative because of the additional miles traveled and the associated costs as well as lack of redundant east-west routes. Additionally, out-of-direction miles associated with the Reroute Alternative would increase VMT, which could impact air quality conformity.</p> <p>There were several comments concerning safety and congestion on the segment of I-70 west of I-25; the segment being referred to is outside the limits of the I-70 East project. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>PREFERRED ALTERNATIVE</p> <p>The Supplemental Draft EIS and Final EIS have fully considered the reasonable alternatives, and have identified the Preferred Alternative as the one that best meets the project’s purpose and need. For information on the Preferred Alternative, including community cohesion and connectivity, identification of the Managed Lanes Option as the Preferred Alternative’s Operational Option, tunnel lighting and safety, the amenities on the highway cover, and maintenance of the cover, please see PA1 through PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>There was a comment submitted about how the alternative that will be built has already been determined since a Preferred Alternative was preliminarily identified, and how this meant CDOT isn’t really listening anymore. The Supplemental Draft EIS preliminarily identified the Preferred Alternative in compliance with CEQ regulation 40 CFR 1502.14(e), which states that the agency should identify the Preferred Alternative if one exists.</p> <p>There were comments about how there’s a lack of support for the Preferred Alternative. A letter supporting the Partial Cover Lowered Alternative was received on June 6, 2013, from Commissioner Henry of Adams County, Mayor Hancock of Denver, and Mayor Ford of Commerce City. A proclamation also was signed by all of the Denver City Council members in support of the Partial Cover Lowered Alternative on April 7, 2014. Additionally, Mayor</p>	<p>Hancock of Denver, Mayor Hogan of Aurora, and Commerce City Manager McBroom each submitted letters stating their agencies’ support for the Partial Cover Lowered Alternative. Please see www.i-70east.com for a copy of these letters. CDOT also has received comments in support of the Preferred Alternative through the Supplemental Draft EIS comment period as well as through conversations with community members at public meetings and during door-to-door outreach.</p> <p>There were several comments about ice, snow removal, emergency vehicle access, and maintenance in the covered section of the highway, as well as along the corridor as a whole. The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility, as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the current federal and state highway design standards to lower the risks of accidents. CDOT will hold the Contractor responsible for maintenance of the facility for the duration of the contract, and the Contractor will be required to adhere to maintenance performance standards or risk penalty.</p> <p>There was a comment submitted about a trip to Seattle that CDOT and Denver staff took to look at a highway cover and the question was raised about why only one city that uses this highway cover design was visited. The trip Mr. Kinney made reference to in his comment was a trip made by the Downtown Denver Partnership. Two CDOT staff also attended and three highway covers were visited. This trip happened in 2014. In 2013, FHWA also sponsored a technology transfer tour of the highway covers in Seattle that FHWA, CDOT, and Denver staff participated in. The same three covers were visited and studied during this tour in 2013. CDOT also reviewed highway covers across the nation through interviews and research, which provided information on the amenities that can be included on top and maintenance and implementation costs.</p> <p>IMPACTS AND MITIGATIONS</p> <p>The Final EIS describes the many mitigation measures CDOT has committed to include in the project to reduce the impacts. For information on impacts and mitigations, including construction impacts, noise, hazardous materials, and drainage, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Additional information and detail on impacts and mitigation can be found in Chapter 5 of the Final EIS.</p> <p>For a complete list of impacts and mitigations associated with the Preferred Alternative, please see Chapter 9 of the Final EIS. There were comments received about deicers entering the South Platte River. Section 5.16, Water Quality, of the Final EIS includes the following mitigation for water quality:</p>



Responses to Comments	Responses to Comments
<div><ul style="list-style-type: none">• Provide permanent water quality control features (i.e., extended detention ponds) as part of the project to treat stormwater runoff from the highway.• Treat runoff prior to entering the South Platte River and Sand Creek in conformance with CDOT’s MS4 Permit and New Development and Redevelopment Program.• Prevent over-treating the roadways by using deicer/sand/salt products and technology in accordance with best management practices.• Stockpile solid mixtures per CDOT water quality requirements such as occur at the I-70/ Havana Street maintenance facility; the mixtures are kept under domes to protect them from precipitation, which prevents water high in salts from running off into receiving waters.<p>There were concerns noted about vibration and noise. Vibrations can occur from general construction equipment use near noise-sensitive receptors, particularly pile driving for substructure elements from compaction equipment. Heavy vibration construction activities that occur within approximately 50 feet of existing structures would require special care to prevent structural damage. Details of these provisions would be determined during final design and before construction begins. This project will abide by the appropriate city codes as they pertain to construction noise. If noise levels during construction are expected to exceed the limits from the city codes, the contractor must obtain the necessary ordinance variance.</p><p>GENERAL</p><p>The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, 23 U.S.C. Sec. 109(h) and other provisions, and have adequately addressed environmental and transportation issues. For information on the project’s purpose, project limits, the need for 10 lanes, and how CDOT is using the APA peer review, please see GEN1 through GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For details on the purpose and need of the project, please see Chapter 2 of the Final EIS.</p><p>ENVIRONMENTAL JUSTICE</p><p>The Supplemental Draft EIS and Final EIS have adequately addressed environmental justice issues according to state and federal guidelines. For information on environmental justice considerations, including managed lanes, please see EJ1 through EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div>	<div><p>AIR QUALITY</p><p>The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, 23 U.S.C. Sec. 109(h) and other provisions, and have adequately addressed environmental health issues and air quality impacts. For information on air quality, human health, and air quality monitoring, please see AQ1 through AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>FUNDING</p><p>The Final EIS has adequately described the funding available for the project. For information about the project’s funding strategies, please see FUND1 through FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For more information on the P3 process for this project, please see Chapter 8 of the Final EIS.</p><p>There was a comment received about how starting the procurement process before NEPA is concluded makes it seem like an alternative has already been selected and it doesn’t matter what comments are received. As for the procurement process beginning prior to the conclusion of the NEPA process, 23 CFR 636.109 allows agencies to perform a concurrent procurement and NEPA process. This federal regulation allows an RFP to be issued prior to conclusion of NEPA as long as the RFP informs proposers of the general status of the NEPA process and that no commitment will be made as to any alternative under evaluation in the NEPA process, including the No-Action Alternative.</p><p>PROPERTY IMPACTS</p><p>The Final EIS has fully disclosed the number of full property acquisitions required for the project. For information on the Preferred Alternative’s property impacts, displacement of residents, and the request to relocate residents within 500 feet of the highway, please see PROP1 through PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>There was a comment that it didn’t appear as though CDOT’s property acquisition numbers were correct. The total number of full property acquisitions are updated and included in Section 5.5, Relocation and Displacements, and Attachment G of the Final EIS. The commenter might have counted partial acquisitions, which are not included in the EIS recorded number.</p></div>

Comments				Responses to Comments	
Source:	Submittal	Document Number:	748	Last:	Kirsch
				First:	Matt
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Matt Kirsch"					
Date: Fri, October 31, 2014 4:35 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Matt Kirsch					
comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Managed Lanes,Property Impacts					
A	comments: We are concerned about the increased air pollution during and after construction and the impact on the health of surrounding community members. We are also very disappointed that the SEIS did not explore a re-route option. Re-routing would right the historic wrong of dividing this once vibrant community. The EIS should look more closely at the potential for hazardous materials to be released during the construction. The construction plan also seems to create the same potential for flash flooding as we have already experienced on I-25. I am also concerned about the increase in traffic and congestion funneling into I-70 after I-25 and what that will do to that surrounding community. Please do not create a problem that will result in widening I-70 farther west. CDOT should conduct further investigation of the re-route option or leave the area the same.				
B					
C					
				A	All of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
				For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For information on dust mitigation during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				B	Several alternatives that realign or reroute I-70 have been considered during the EIS process and all reasonable alternatives have been evaluated in the Final EIS. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
				C	These concerns about hazardous materials, drainage, future congestion, and the evaluation of all reasonable alternatives have been adequately addressed in the Final EIS. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
				For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For information on the I-76/I-270 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				For information on why CDOT can’t leave the area the same, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	180	Last:	Klausen
			First:	Greer	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Greer Klausen"</p> <p>Date: Sun, September 28, 2014 11:00 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Greer Klausen</p> <div><div>A</div><div><div>comment_topic: Air Quality,Financing,Noise,Property Impacts</div><div>comments: Rerouting the highway along I-76 just makes good sense (fiscally and environmentally). Please make the right choice for our city and it's citizens.</div></div></div>				<div><div>A</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 610	Last: Kleimann	First: Kristin		
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Kristin Kleimann"</div> <div>Date: Thu, October 30, 2014 9:13 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Kristin Kleimann</div> <div>comment_topic: Air Quality,Financing,Hazardous Materials,Property Impacts,Swansea Elementary</div> <div>comments: I am against the proposed I 70 expansion and instead support the I 270/I 76 expansion option. It makes more sense and doesn't ruin neighborhoods or cost as much.</div>				<div>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 001	Last: Klismet	First: Jim		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>I-70 East Project From: "Jim Klismet" Date: Fri, August 29, 2014 6:43 am To: contactus@i-70east.com Priority: Normal</p> <div><div>A</div><div><p>Gentlemen - I find it hard to understand how you can advocate for the 'cover' at Swansea Elementary over the proposed I-70East Project in view of the debacle we all experienced when a similar 'cover' existed to accommodate the runway over I-70 at the now defunct Stapleton International Airport!! Ya'll gotta be nuts.</p><p>Jim Klismet</p></div></div>				<div><div>A</div><div><p>The Partial Cover Lowered Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct. For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Design guidelines have changed and there have been numerous technology advances since the Stapleton tunnels were designed. This more modern approach has been incorporated into the Preferred Alternative to minimize the tunnel effect. For information on the tunnel effect, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>	



Comments				Responses to Comments																
Source: Submittal	Document Number: 832	Last: Knab	First: Mike																	
<div><div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10 18</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Name (required): <u>MIKE KNAB</u> Organization: _____ Address (required): _____ City/State/Zip: _____ Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td><input checked="" type="checkbox"/> Air quality</td><td><input type="checkbox"/> Environmental justice</td><td><input type="checkbox"/> Financing</td><td><input type="checkbox"/> Hazardous materials</td><td><input type="checkbox"/> Historic</td></tr><tr><td><input type="checkbox"/> Managed lanes</td><td><input checked="" type="checkbox"/> Noise</td><td><input checked="" type="checkbox"/> Property impacts</td><td><input type="checkbox"/> Swansea Elementary</td><td><input type="checkbox"/> Visual</td></tr><tr><td><input type="checkbox"/> Preliminary identified preferred alternative</td><td><input type="checkbox"/> Truck traffic</td><td><input type="checkbox"/> Other</td><td></td><td></td></tr></table><p>A Please print your comment on the Supplemental Draft EIS legibly below.</p><div><p><u>NO EMINENT DOMAIN</u></p><p>_____ _____ _____ _____ _____ _____ _____ _____ _____ _____</p><p>***CONTINUE ON BACK FOR MORE SPACE***</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div>					<input checked="" type="checkbox"/> Air quality	<input type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic	<input type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual	<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other			<p>A Property impacts and acquisitions are adequately addressed in the Final EIS, including CDOT's right of Eminent Domain. For information on property impacts, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>There are no alternatives that can address the purpose and need of the project while staying within the current right-of-way, including the No-Action Alternative. For information on why there is no alternative without impacts, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>
<input checked="" type="checkbox"/> Air quality	<input type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic																
<input type="checkbox"/> Managed lanes	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Property impacts	<input type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual																
<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other																		

Comments				Responses to Comments	
Source:	Submittal	Document Number:	115	Last:	Knight
			First:	Rebecca	
<div><div></div><div>name: 'Rebecca A Knight'</div></div> <div><div>A</div><div></div><div>comments: 'I am opposed to any toll lanes and especially those contracted out. I-70 needs widening and improvements as I travel it daily. Is the cost for the "park" really appropriate for CDOT? I'm not sure that is needed - why not use that extra money so there would not be toll lanes. Are the planners looking for awards somewhere so they can show how community oriented and beautiful it will be? It is in a very industrialized part of town and should be utilitarian.'</div></div> <div><div>B</div><div></div><div></div></div>				<div><div>A</div><div>Managed lanes and funding options have been adequately analyzed and addressed in the Final EIS. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>B</div><div>Although this area is partially industrial, there are also residential neighborhoods adjacent to the highway. The cover was developed to mitigate adverse impacts to the residential areas and Swansea Elementary School and to restore community cohesion. For more information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on maintenance of the park, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 252	Last: Korson	First: Thomas		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Comment on CDOT below-grade proposal</p> <p>From: "Thomas Korson" Date: Thu, October 9, 2014 10:41 pm To: "Vetting Process For I 70" <contactus@i-70east.com> Cc: "Dennis Gallagher" <dennis.gallagher@denvergov.org> Priority: Normal</p>					
<div> <div>A</div> <div> <p>Hello. I have read the article, "Options for I-70 Vetted," on Page 5A of the Denver Post of October 7 2014. I have also read the excellent pro and con arguments in the current issue of the Greater Park Hill News, October 2014. The pro side was written by Brad Buchanan, and the opposition was written by Denver Auditor Dennis Gallagher. For the reasons provided by Auditor Gallagher, I am opposed to the CDOT proposal. Other alternatives are available, such as the proposals made by Frank Sullivan and Thad Taxa. Everyone agrees that the viaduct must be replaced as it is dangerous because of its age and heavy usage. The plan proposed by Mr. Buchanan and CDOT is extremely costly, and would take years to complete, siphoning off badly needed improvements in roads and highways elsewhere in the state.</p> </div> </div> <div> <div>B</div> <div></div> </div> <p>Thank you Thomas E Korson</p>					
				<div> <div>A</div> <div> <p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> </div> </div> <div> <div>B</div> <div> <p>CDOT must replace the aging I-70 viaduct. The viaduct accounts for over 60 percent of the State's bridge deck area that needs to be replaced or repaired. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> </div> </div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 421	Last: Korson	First: Tom		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM From: "Tom Korson" Date: Sun, October 26, 2014 9:03 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Tom Korson</p> <div><div>A</div><div>comments: With respect to the CDOT plan for replacing the eye 70 viaduct, I agree with the comments made by Thad Tecza and Frank Sullivan. Auditor Dennis Gallagher has also weighed in. If the CDOT plan is adopted as presently formulated, necessary projects in other parts of the state will lose funds. I may have filled in a similar comment earlier.</div></div>				<div><div>A</div><div>Only 50 percent of the bridge enterprise funds will be allocated for construction of the I-70 East project. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 417	Last: Kozlowski	First: Brent		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Brent Kozlowski"</p> <p>Date: Sun, October 26, 2014 3:55 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Brent Kozlowski</p> <p>A comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other comments: Re route to the north.open up the current area to development. Denver needs more space and these neighborhoods and denver would greatly benefit the redirect to I 76.The right of way and easements are much less detrimental on I 76.Other cities have had success with this as more and more people are choosing to live closer to the urban core.Current widening plan is ugly,loud and a eyesore.It harms the current neighborhoods more when they should be revitalized and developed to meet housing demands.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments																
Source: Submittal	Document Number: 856	Last: Kruger	First: George																	
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT<p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p></div></div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: <u>10/30/14</u> Would you like to be included on the I-70 East EIS mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Name (required): <u>GEORGE KRUGER</u> Organization: _____ Address (req): _____ City/State/Zip: _____ Email: _____</p> <p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p> <table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table> <p>Please print your comment on the Supplemental Draft EIS legibly below.</p> <div><div><div>A</div><div>B</div><div>C</div><div>D</div><div>E</div></div><div><p>THE MEETING I ATTENDED IN September brought up some interesting facts.</p><p>1. Home ownership is 61% along the proposed corridor, the majority being Latino</p><p>2. The average life span of residents in the affected neighborhoods is less than 51 years than the city average, pollution along the I-70 corridor contributing to that</p><p>3. The proposed lowering of I-70 with a viaduct would take 100% of the STATE'S bridge money for at least 10 years</p><p>4. CDOT does not budget for parks, as is proposed for the Green</p><p>5. Expanding I-70 to more lanes along the current corridor would take MORE homes and some businesses.</p><p>****CONTINUE ON BACK FOR MORE SPACE****</p></div></div> <div><p>Please turn in this form to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p></div>						Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other		
Air quality	Environmental justice	Financing	Hazardous materials	Historic																
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																
Preliminary identified preferred alternative	Truck traffic	Other																		

A

B

C

D

E

Comment noted.

Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by Denver's Department of Environmental Health. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT must replace the aging I-70 viaduct. The viaduct accounts for over 60 percent of the State's bridge deck area that needs to be replaced or repaired. CDOT will retain approximately 50 percent of their bridge enterprise funding for other bridge projects. The new roadway will not be on a bridge and would not require the same amount of maintenance in the future as would be required if the viaduct was replaced with another viaduct.

CDOT is investigating ways to pay for the maintenance of amenities on the cover. For information on maintenance of the park, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT continues to look for ways to reduce the impacts of the project. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal

Document Number: 856

Last: Kruger

First: George

Responses to Comments



F

6. Construction on The proposed plan would contribute even more pollution to The neighborhood and is suggesting closing The elementary school during The construction phase. This does not contribute to The integrity of The neighborhood.

If the city really wants to improve + integrate the neighborhood, CDOT needs to SERIOUSLY look at the proposed plan to route I-70 north via I-270 + I-76 for the following reasons:

1. CDOT owns the fund for expanding the number of lanes on I-270 + I-76.

2. There ^{are} ~~is~~ MUCH less residential homes and neighborhoods along this stretch - it is either barren or commercial.

3. Light rail will be going near the current I-70 corridor so it goes past the National Western complex.

4. Studies suggest that personal traffic will decrease as mass transit continues to expand.

5. A boulevard where the current I-75 is now would be much more aesthetic and a bringing of The Globeville - Swansea neighborhood together, more cross streets would pull the neighborhood together

6. TRUCK TRAFFIC that contributes to a majority of the pollution would be pulled away from the city improving the air quality.

7. The proposed lowering of I-70 and widening it could result in multiple lawsuits and could delay any project for a decade or better.

Most MAJOR Cities now have a beltway around the city to allow thru traffic to avoid local congestion. MAKE I-270 + I-76 a part of the Northern diversion.

THANK YOU

George Kruger

ATTACH MORE PAGES AS NEEDED

Thank you for your input.

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



F Air quality, both during construction and over the life of the highway improvements, have been adequately addressed in the Final EIS. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

G The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments	
Source: Submittal	Document Number: 391	Last: Kuehler	First: Thomas E.		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "thomas e. kuehler"</p> <p>Date: Thu, October 23, 2014 12:30 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: thomas e. kuehler</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic</p> <p>comments: This proposal for an expanded freeway is insanity at it's worst. If more mass transit is built and the alternative plan were to be developed....76 etc. this monster would not be needed. this city has already been cut up by two major freeways over the years at a great cost to the adjacent neighborhoods; I for one can't imagine putting more capacity through this corridor. THIS IS TO FEED THE DEVELOPERS ROAD CAPACITY, PLAIN AND SIMPLE.Denver cannot go west anymore so it must go east, 470 was built to serve the developers north and south...when is this major freeway development/building going to end before Denver is just another L.A.? The noise levels through this corridor are already unacceptable! Why do they not build these roads below grade? With a Swiss like train system, Colorado/Denver would not need another major expensive highway to mauntain, one that would be outdated in 15 years time anyway. the only viable solution is mass transit and another east west alter! native. CDOT IS CORRUPT, THE POLITICIANS ARE ALL CORRUPT!DENVER DESERVES BETTER!!!!!! 7xjm</p>				<p>A These concerns regarding the lanes included in the Preferred Alternative, mass transit considerations, and the evaluation of all reasonable alternatives have been adequately addressed in the Final EIS.</p> <p>For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the I-76/I-270 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 186	Last: Kulinski	First: Phillip		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Phillip Kulinski"</p> <p>Date: Tue, September 30, 2014 4:33 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Phillip Kulinski</p> <p>comment_topic: Hazardous Materials,Historic,Preliminarily Identified Preferred Alternative,Visual,Truck Traffic</p> <p>comments: The proposed route will be disturbing one of the most polluted areas in Denver. I feel that the neighborhoods surrounding the area cannot be made safe from the hazardous dust that will be generated. This area is one of Denver's oldest neighborhoods and should remain whole, without an interstate running through it. The identified alternative is my preference since it will direct traffic around residential neighborhoods. This will benefit not only the Globeville area, but most of North West Denver. All of our neighborhoods will once again be connected without a highway dividing them. A day at the parks in North Denver would be more enjoyable without seeing and hearing the traffic from the highway. Our feeder streets will become less congested with large trucks once the alternate route is in place.</p>				<p>A Concerns about the potential for hazardous materials and construction air quality have been adequately addressed in the Final EIS.</p> <p>For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Several alternatives that realign or reroute I-70 have been considered during the EIS process and all reasonable alternatives have been evaluated in the Final EIS. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	455	Last:	Kunselman
				First:	Barry
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Barry Kunselman"</div> <div>Date: Tue, October 28, 2014 2:38 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Barry Kunselman</div> <div><div>A</div><div><div>comment_topic: Air Quality,Noise</div><div>comments: Re-routing I-70 to I-76 and 270 make would put less impact on the NW Denver neighborhoods and would cost less, I don't under stand way the plan is to widening the Free is moving forward.</div></div></div>				<div><div>A</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div>For information on why the Partial Cover Lowered Alternative with Managed Lanes is identified as the Preferred Alternative, please see Section 3.3 of the Final EIS.</div>	



Comments				Responses to Comments	
Source:	Submittal	Document Number:	085	Last:	Kurtz
			First:	Kellen	
<div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Kellen Kurtz"</div><div>Date: Mon, September 22, 2014 8:33 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div><div>name: Kellen Kurtz</div><div>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Noise,Property Impacts</div><div>comments: I am a home owner in the Sunnysde neighborhood. We have been in the community for nearly 10 years now. Our kids god to school in the neighborhood. We are invested. We believe this is a terrible idea for Denver and specifically our community. The proposal to widen I70 will be detrimental to our kids, our home and our community. The schools in Sunnyside and surrounding areas are very close to the highway. Many schools actually line the highway. There is no way to be able to widen the highway, that will not effect the outside air quality so close to the schools. Our kids deserve a place to play that it is free of smog and exhaust. If the expansion takes place, many of our kids will suffer. The proposal will also have huge implications on our property. It will cut of surrounding neighborhoods. It will negatively effect accessibility, noise control, property value, and much more. There are cities across America that are still suffering from poor decisions like the one being proposed. The proposal isn't creative, it doesn't take into account communal or environmental impacts. Those 2 pieces of the puzzle are aspects that CO should care deeply about. I believe a better proposal would be to reroute I70 north through I76 and turn the current I70 into a boulevard that creates more spaces for community to thrive. That will allow schools to become a safer place for our kids, our homes to remain a vital fabric of northwest Denver and our community to be one that is unified not divided. This is a bad idea. It is being done behind the effected communities. I will be very disappointed to call myself a Denver-ite if it is allowed to pass with so little community knowledge and support.</div></div>					
<div>A</div> <div></div>				<div>A</div> <div>There are no impacts to the Sunnyside Neighborhood, including the schools, as a result of this project.</div> <div>For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
<div>B</div> <div></div>				<div>B</div> <div>The project includes many mitigations to alleviate the impacts of the project and construction of it to the surrounding neighborhoods. For information on these mitigations, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
<div>C</div> <div></div>				<div>C</div> <div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 632	Last: Kusovac	First: Leonard		
<div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From:</div> <div>Date: Fri, October 31, 2014 7:20 am</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Leonard Kusovac</div> <div><div>A</div><div><div></div><div>comment_topic: Air Quality,Environmental Justice,Noise,Property Impacts,Other</div><div>comments: The proposed changes, make sense as long as environmental and the local community concerns are addressed satisfactorily. No Tolls!!!</div></div></div>				<div><div>A</div><div>CDOT continues to look for ways to reduce the impacts of the project. For information on mitigations for the project’s impacts, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Funding options have been adequately addressed in the Final EIS, including managed lanes. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

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Comments				Responses to Comments																
Source: Submittal	Document Number: 859	Last: Lamare	First: Joey																	
<div><div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10/26/14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p><p>Name (required): <u>JOEY LAMARE</u></p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td><input checked="" type="checkbox"/> Air quality</td><td><input checked="" type="checkbox"/> Environmental justice</td><td><input type="checkbox"/> Financing</td><td><input type="checkbox"/> Hazardous materials</td><td><input type="checkbox"/> Historic</td></tr><tr><td><input type="checkbox"/> Managed lanes</td><td><input type="checkbox"/> Noise</td><td><input type="checkbox"/> Property impacts</td><td><input type="checkbox"/> Swansea Elementary</td><td><input type="checkbox"/> Visual</td></tr><tr><td><input type="checkbox"/> Preliminary identified preferred alternative</td><td><input type="checkbox"/> Truck traffic</td><td><input type="checkbox"/> Other</td><td colspan="2"></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>THE ROAD NEEDS TO BE DONE THAT DOES NOT AFFECT THE RESIDENTS OF THE COMMUNITY -</u></p></div></div><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div>					<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic	<input type="checkbox"/> Managed lanes	<input type="checkbox"/> Noise	<input type="checkbox"/> Property impacts	<input type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual	<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other			<div><div>A</div><div><p>There are no alternatives that can address the purpose and need of the project while staying within current right of way and not impact the communities, including the No-Action Alternative. For more information, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>
<input checked="" type="checkbox"/> Air quality	<input checked="" type="checkbox"/> Environmental justice	<input type="checkbox"/> Financing	<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> Historic																
<input type="checkbox"/> Managed lanes	<input type="checkbox"/> Noise	<input type="checkbox"/> Property impacts	<input type="checkbox"/> Swansea Elementary	<input type="checkbox"/> Visual																
<input type="checkbox"/> Preliminary identified preferred alternative	<input type="checkbox"/> Truck traffic	<input type="checkbox"/> Other																		

Comments				Responses to Comments	
Source: Public hearing		Document Number: 151	Last: Lane	First: Norman	
A		Okay. I have lost a lot of sleep over this business because I live at 3330 Bruce Randolph, 10 blocks from I-70. And there are a number of problems. Unless the mousetrap is completely uprooted and changed, this project seems to propose to create the largest start-and-stop parking lot right in what I consider a part of Denver that I love and support. I am objecting to, you know, I'm not saying that Don Hunt doesn't have good intentions. But to uproot 55 houses of Hispanic people because they won't fight back is, I think, immoral. And if we can't do better than that—okay.			
B		Also, what in this proposal is going to improve air quality around I-70? Because I am aware of those who say that the air quality is so bad around I-70 that those who live near it expect three years and ten months less life expectancy. Is this not a problem? Is this not a problem? I mean, you know, why do we, why do we think people should be killed early in order to have this coterie of diesel trucks that are, I think, part of the problem. I have heard that, well, if the city council would move, the diesel trucks could be moved to the 270/I-76 area, and this would remove half of the air pollution. And if that were part of the proposal, then it might make kind of sense. But killing people just because it says we're saving jobs, making things nice for the trucking companies, doesn't impress me. Thank you.			
C					

A	The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. These concerns regarding future congestion and property impacts are adequately addressed in the Final EIS.
	For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B	As discussed in detail in the Final EIS, all of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C	There are many businesses in the Elyria/Swansea Neighborhood that depend on trucks. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments	
Source: Submittal	Document Number: 766	Last: Lane	First: Norman		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>The I-70 East EIS Project - SDEIS Comments</p> <p>From: "Norman Lane"</p> <p>Date: Fri, October 31, 2014 7:37 pm</p> <p>To: contactus@i-70east.com</p> <p>Priority: Normal</p> <div><div>A</div><div><p>If it comes to this, cannot houses built before 1905 be lifted from their foundations and stored off-site on chocks or dollies and restored to foundations in Elyria-Swansea after your "big dig," so that the loss of Denver's history is not catastrophic? Many forget that Italian masons often set the brick walls and Swedish carpenters built cabinets and fit windows and doors. Wall plaster was hand-applied in three coats. The participation of struggling immigrants, was what "made" Denver. The loss of this hurts us all.</p><p>Norman Lane</p></div></div>				<div><div>A</div><div><p>The concern about impacts to historic resources has been adequately addressed in the Final EIS. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 663	Last: LaRocque	First: Thomas	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Thomas LaRocque"					
Date: Fri, October 31, 2014 9:10 am					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Thomas LaRocque					
comment_topic: Air Quality,Environmental Justice,Financing,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other					
comments: CDOT's proposal to expand the highway along its current route represents government arrogance and irresponsibility at their very worst. The result would be pointless destruction of existing neighborhoods and an inefficient route for traffic. A far more logical plan would be to redirect the highway along the existing routes of I-270 and I-76. It is time to remember that you, the government, work for us, the people. Start listening!					

Comments				Responses to Comments	
Source: Submittal	Document Number: 448	Last: Lastowka	First: Lynda		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Comments From: "Lynda Lastowka" Date: Tue, October 28, 2014 10:01 am To: "contactus@i-70east.com" <contactus@i-70east.com> Priority: Normal</p> <div><div>A</div><div>I got an error when submitting my online form. Below are my comments. Hello. I have strong reservations on the partial covered lowered alternative. The huge financial cost without clear means of funding is very disturbing. The environmental impact from the construction is also a huge concern. I see the plans of a park area above the highway, but I wonder how environmentally friendly and positive will that area so close to a super-highway be? The disruption to the Swansea elementary school seems unfair as does displacing residents of that economically fragile neighborhood. I strongly am in favor of a renewed consideration of the re-route of I-70 to I-76. Lynda Lastowka</div></div>				<div><div>A</div><div>CDOT must replace the aging I-70 viaduct and has worked with the public over the last 11 years to develop the Preferred Alternative and the associated mitigation measures. Your concerns about project funding options, impacts to Swansea Elementary School, air quality, and the evaluation of all reasonable alternatives have been adequately addressed in the Final EIS.</div></div> <p>For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on project mitigations, including for Swansea Elementary School, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 007	Last: LaVoo	First: Jennifer	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Jennifer LaVoo"					
Date: Sat, August 30, 2014 11:40 am					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Jennifer LaVoo					
comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other					
A		comments: Before you subject Denver to even more highway devastation, please conduct a draft supplemental EIS of the I-270/I-76 reroute option. The below grade option is unacceptable for so many reasons: -time and disruption for completion, -continued and increased pollution, congestion, and noise, -a boulevard and reroute would do so much more to unite the affected neighborhoods and beautify our city, -below grade freeways are more difficult to expand, have worse backups if there is a crash, are prone to flooding. For the sake of the future of the city and all neighborhoods affected, please study the reroute option. Thank you.			
B					

A	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B	The Partial Cover Lowered Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct. Your concerns about congestion, air quality, drainage, connectivity, and future capacity have been adequately addressed in the Final EIS. All reasonable alternatives have been evaluated in the Final EIS.
	For information on project mitigations, including drainage, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments	
Source: Submittal	Document Number: 053	Last: Lee	First: Lori		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Lori Lee"</p> <p>Date: Mon, September 15, 2014 1:33 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Lori Lee</p> <div><div>A</div><div>comments: Very concerned about the proposed expansion of I-70. Try a different approach with Adams County regarding a re-route. Denver has repeatedly dumped crap in Adam's County's lap. It's not fair what has happened, as recently as this past year, with the airport. Adams County has a tremendous economic development opportunity with a re-route onto I-270 & I-76. As of now, most of those areas are un-developed, under-developed or blighted. Not sure how an underground highway with winter weather is a good option, think of Boston, MA and the big dig mess. How is traffic going to flow with expansion only east of the mousetrap. Seems like additional options need to be seriously explored before it's too late for this community and potentially NW Denver down the road.</div></div>				<div><div>A</div><div>All reasonable alternatives are evaluated in the Final EIS and regional traffic was taken into consideration, including west of the mousetrap. The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <p>For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments
Source: Submittal	Document Number: 192	Last: Lime	First: Karl	
<p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Karl"</p> <p>Date: Wed, October 1, 2014 1:56 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Karl Lime</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic,Other</p> <p>comments: PORK PARK A colossal waste of money The transportation infrastructure across Colorado and the United States is falling apart and tens of billions of dollars are desperately needed to repair the system so why have CDOT and the City of Denver been playing Russian Roulette with commuters lives for over a decade while the I-70 viaduct continues to crumble? The City of Denver doesn't care which option is best for the travelling public but which option will ensure gentrification of the surrounding neighborhood. For 10 years the City pushed the re-alignment option and laughed at the tunnel proponents but when they couldn't convince the neighborhoods or CDOT that the re-alignment was the best option suddenly its let's do a depressed bathtub tunnel design and force the taxpayers to spend an extra \$300 million building Pork Park the inevitable cost overruns from downplaying the impacts will push the cost difference to half a billion dollars. Denver and CDOT have been trying to prove that building Pork Park is the best option for all the people that use I-70. In order to justify this outrageous waste of desperately needed transportation money CDOT and Denver have resorted to deception in order to claim that it is only \$150 million more to build Pork Park but in order to arrive at this manipulated number they forced through changes to the Viaduct options in the name of community connectivity which forced the cost of this option up by \$150 million thus they are no longer comparing similar designs. If that additional connectivity is required than it is required for all options. The Pork Park cost estimate also does not include the sunk cost of tearing down several hundred feet of the relatively new viaduct to the west of Brighton Boulevard and lowering Brighton Boulevard in order to get I-70 down under the railroads tracks a few hundred feet to the east which just increases the cost differential. The Pork Park evaluation also greatly downplays the cost of excavating through contaminated soil, bedrock and</p>				<p>A These concerns about drainage, hazardous materials, connectivity, and property impacts have been adequately addressed in the Final EIS.</p> <p>For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on encountering hazardous materials, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments				Responses to Comments			
Source:	Submittal	Document Number:	192	Last:	Lime	First:	Karl
B	the drainage problems caused by the proposed highway being lower than the water table and getting storm water up out of the bathtub. These un-needed design changes to the viaduct option decreased traffic level of service and forced up the cost of the project in order to make the Pork Park option look better than it really is and they are telling the public the Pork Park option increases access and mobility when the design says the opposite because every one knows if you repeat a lie often enough the public believes it. From the public meeting boards regarding connectivity: Viaduct North/South design option has crossings at York, Josephine, Columbine, Elizabeth, Clayton, Fillmore and Steele streets and Interchanges at Brighton, Colorado and Steele. Lowered Bathtub design option with Pork Park North/South has crossings at York, Josephine, Columbine, Clayton, and Steele streets and Interchanges at Brighton and Colorado. This clearly shows decreased access and mobility (2 less street crossings and 1 less interchange) and removing the Steele interchange will force more truck traffic off the interstate and onto 46th Ave right between the schools and Pork Park. The revised Viaduct option will have three traffic signals on Steele Street in 300 feet which will cause a traffic level of service F from day one which also makes this option look worse. The City and CDOT have been telling the public that the Pork Park design has fewer community impacts and won't impact the school. But the fact is the Pork Park design impacts 33 more houses (a 60% increase) and five more businesses and in both options the School could potentially be saved. If CDOT buries this section of highway every time CDOT does another EIS people are going to want a tunnel, as I recall Vail wants I-70 to tunnel under the mountain. People of Vail here is a hint: build low income housing next to the highway. This project is about re-building a highway not balancing the ledger, righting a perceived wrong, building parks, basketball courts or whatever Fantasy Pork they dream up next next they will be asking for this project to force the taxpayers to rebuild the entire NWSS complex and neighborhood. It is willy-nilly spending and Pork Stuffing like this that gives us trillion dollar debts. For \$300+ million the taxpayers could buy every house/business in the neighbourhood and convert it to open space with \$200+ million in change, or the taxpayers can sell it to Nation Western both of which are better options than spending \$300 million on a park. It is time for commuters and taxpayers across Colorado to stand up and tell CDOT not to waste \$300 million taxpayers' dollars to build Pork Park. Mr Karl Lime						
	B There are many reasons why gentrification could occur in the northeast part of Denver, including the redevelopment of the National Western Complex and rising prices for residential real estate; however, land use decisions are made by local jurisdictions and are outside the control of CDOT. CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. There will be no physical widening west of Brighton Boulevard, the added capacity will be achieved through restriping between Brighton Boulevard and I-25 interchange. Your concerns about project funding options, the highway cover, and the evaluation of all reasonable alternatives are addressed adequately in the Final EIS. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the Preferred Alternative highway cover, please see PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on alternate alignments, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. The Partial Cover Lowered Alternative is not the only alternative still under consideration. For more information, please see ALT4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						

Comments				Responses to Comments	
Source: Submittal	Document Number: 593	Last: Linsley	First: Priscilla		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Priscilla Linsley" Date: Thu, October 30, 2014 3:54 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Priscilla Linsley</p> <p>comment_topic: Environmental Justice,Hazardous Materials,Property Impacts,Swansea Elementary</p> <p>comments: The proposed widening of I70 in this corridor will negatively impact the public health of residents. This proposal also negatively impacts the cohension of neighborhoods, some still recovering from the initial construction of I70. The loss of so much affordable housing stock in a tight real estate market is deplorable. And, not least is the impact on Swansea Elementary which is projected to be closed for up to 5 years. Swansea Elementary is the kind of neighborhood school that fosters a sense of community for all families. A distrupction to this school would be difficult for the students and their parents.</p>				<p>A Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by Denver’s Department of Environmental Health. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The Partial Cover Lowered Alternative was developed to improve the community cohesion in the Elyria and Swansea Neighborhood. For more information on community cohesion, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on property impacts, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Swansea Elementary School will remain operational during construction. For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments
Source: Submittal	Document Number: 405	Last: Livaudais	First: Tony	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Tony Livaudais"</p> <p>Date: Sat, October 25, 2014 10:35 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Tony Livaudais</p> <p>comment_topic: Air Quality,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic</p> <p>comments: I a registered Architect. I have lived and practiced in metro Denver and environs since 1971, and have used I70 through Denver all that time. Today I read about Unite North Metro Denver (UNMD) in the Denver Post, and subsequently on their web site http://unitenorthmetrodenver.com . The UMND suggestions parallel almost exactly my own thoughts developed independently and I am now a wholehearted supporter of routing a new I70 along the right-of-way of I76 and I270 as they suggest. Rather than reiterate their concept, I urge CDOT to dust off their earlier study of this alignment. Even though the UMND concept would cost more overall, it could be phased over a longer period of time. My phasing would start with the rebuilding of the affected sections of I76 and I270, making them suitable for the future I70. Phase 2 would be the removal of the old I70 viaduct and reconstruction of the street beneath as an on-grade "business route" feeder connecting each end of the severed viaduct from the mousetrap to Quebec St. and to Brighton Blvd and the arena/Stockyard complex as currently proposed. Connections to Canam Hwy, Colorado Blvd, and Quebec would all be on grade intersections.E 56th Ave could be expanded to Pena Blvd. Finally, I believe if such massive reconstruction is going to be undertaken at all, it should be according to the plan most capable of making things better for all the residents, businesses, civic entities, and through travelers. The cost of doing this work can be spread over many years, and should not be the highest priority therefore precluding a better plan. Thanks for listening, Cordially, Antonio D Livaudais LIVAUDAIS ARCHITECTURE</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments				Responses to Comments			
Source: Submittal		Document Number: 608		Last: LKF1625		First: —	
<div>Welcome: contactus@i-70east.com</div>							
<div>SDEIS</div> <div><div>From: LKF1625</div><div>Date: Thu, October 30, 2014 8:48 pm</div><div>To: contactus@i-70east.com</div><div>Priority: Normal</div></div> <div>I stand in opposition to CDOT's I-70 proposal. My reasons are diverse and many, but to summarize:</div> <div><div><div>A</div><div>- the size of the proposed interstate improvements are inconsistent with current trends in automobile ownership and driving. The factors used to predict ever increasing traffic in decades to come are neither documented nor sourced on CDOT's website. Moreover, that Millenials, whose metro area this will be, are desirous of a lifestyle not dependent upon automobile ownership and driving, is a positive trend that should be encouraged by providing multi-modal transportation alternatives. To believe that the proposed improvements will serve the metro area for the next century is presumptuous at best and fallacious at worst.</div></div><div><div>B</div><div>- interstates were never intended to cut through the urban core. The placement of the highway through the Globeville, Elyria and Swansea neighborhoods was a bad decision 50 odd years ago. The residents of these communities have long suffered ill effects--illness and shortened lifespans from air pollution, physical and economic separation from the larger community and its services, to name two. The displacement of over 50 families and businesses, which can not be replaced in today's economic conditions, and the digging of a trench in known environmental hazardous waste are unconscionable. The concept of "level of service" in any governmental endeavor should apply first to human beings. The right to breathe clean air trumps anyone's ability to get somewhere faster...</div></div><div><div>C</div><div>- as if. Eight years after T-Rex, I-25, CDOT's model, remains congested and gridlocked at various times of the day. Why spend money to induce demand for highways and their ill effects and not safer, ecological methods to getting from Point A to B? Lowering the cost of light rail and public transportation would induce demand of another flavor, one that values the air we breathe and embraces the trends of the future.</div></div><div><div>D</div><div>- lastly the premise that this 1.8 billion dollar (cough) project won't cost taxpayers a dime is disingenuous. Apparently, the residents and businesses displaced, the lifespans curtailed, the kids who can't play outside--these are costs CDOT does not consider as such. Furthermore, there are many examples of defaults in the privatization of highways--from such factors as less than expected revenue, false promises and failed business models. In all those cases, the losses have been and will be borne by taxpayers. Would you have support for this project if it was at the taxpayers' expense? To obfuscate and claim that this proposal is "free" and without risk, financial, moral, environmental or otherwise, is irresponsible and insulting.</div></div><div>Please abandon this boondoggle.</div><div>Sent from Xfinity Connect Mobile App</div></div>							

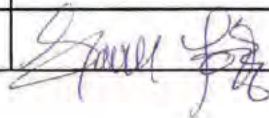
<div>A</div>	<div>Changes in travel patterns, traffic modeling, and the lanes included in the Preferred Alternative have been adequately addressed in the Final EIS.</div> <div>For information regarding multi-modal forms of transportation and consideration of changes in the driving patterns, please see TRANS1 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
<div>B</div>	<div>Your concerns about air quality and health, connections, and property impacts have been adequately addressed in the Final EIS.</div> <div>Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by Denver’s Department of Environmental Health. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on property impacts, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
<div>C</div>	<div>The Final EIS adequately addressed the definition of the Preferred Alternative, including the number and character of the proposed lanes.</div> <div>Managed lanes have been included in the Preferred Alternative with lessons learned from the I-25 project. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>

Responses continue on the following page.

Comments				Responses to Comments	
Source:	Submittal	Document Number:	608	Last:	LKF1625
		First:	—		
<div>This side intentionally left blank.</div>				<div>D</div> <div>Your concerns regarding project mitigations, air quality, property impacts, and project funding options have been adequately addressed in the Final EIS.</div>	
				<div>For information on project mitigations please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
				<div>For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
				<div>For information on property impacts, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	
				<div>For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 732	Last: Longsine	First: Barbara		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "barbara" Date: Fri, October 31, 2014 3:08 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: barbara</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic</p> <p>comments: I am a property owner and a concerned citizen. The proposed plan as I know it is over the top in a narrow vision. The money is excessive, the impact on the present neighborhoods is far to extreme. I would support a plan for re-routing traffic flow with an indepth look at truck traffic. The lite rail should be considered for its part in reducing traffic along this corridor. Thank you, Barbara</p>				<p>A Several alternatives that realign or reroute I-70 have been considered during the EIS process.</p> <p>This project began in 2003 as part of the I-70 East Corridor project, which looked at both highway and transit solutions. The I-70 analysis is based on the DRCOG regional traffic model, which includes existing and planned transit improvements, including RTD’s East Corridor Commuter Rail line (part of the original 2003 study), which will serve the communities near I-70. All alternatives improve mobility and safety in the study area. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Truck traffic is adequately addressed in the Final EIS. For information on rerouting truck traffic, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 097	Last: Lopez	First: Sandra	
Comentarios sobre la declaración de impacto ambiental de proyecto suplementario-70 East					
A	Nombre:	Sandra Lopez			
	Dirección:				
	Barrio:				
	Empresa u organización, si cualquier]:				
	¿Cuánto tiempo he vivido o trabajado en este barrio:	He vivido en este barrio por 4 años.			
B	Me preocupa que el proyecto desplazaría a mi hogar, negocio o propiedad.	Me preocupa este proyecto porque hay familiares viviendo ahí y les ha afectado a mis sobrinos les ha dado asma.			
	Estoy preocupado por mi salud o la de un amigo o miembro de la familia.	Estoy preocupada por la salud de mi familia mis hijos les ha afectado vivir aquí les ha dado asma.			
	Estoy preocupado por el tráfico y el transporte.	El tráfico me va afectar porque yo vengo como 4 veces a la semana a esta comunidad y el tráfico es una cosa que afecta a toda la comunidad. y otra opción sería que no se quitara el 70.			
<div>The English translation of this comment and the response is on the following page.</div> <div>La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.</div> <div>A Para obtener información sobre la salud de los humanos, consulte la sección AQ4 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.</div> <div>B Para obtener información sobre alternativas que eliminan a la I-70 Este de su alineamiento actual, consulte las secciones ALT2 y la ALT3 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.</div>					

Comments				Responses to Comments	
Source:	Submittal	Document Number:	097	Last:	Lopez
			First:	Sandra	
C	Estoy preocupado por nuestra comunidad.				
	Estoy preocupado por nuestro medio ambiente.		El medio ambiente afectaria a mi comunidad con tanto desecho que habria		
	Creo que esta alternativa es la mejor:		lo mejor seria que no hubiera cambios y que se ensen un poco en los seres humanos que afectan.		
	El proyecto sería mejor si se realizan estos cambios:		El proyecto sería mejor si los cambios no se hicieran darian mas espacio al trafico pero afectarian a muchos humanos.		
	Quiero CDOT saber lo siguiente:		que harian ustedes para que la salud de los humanos no empeore? Queremos unos hijos sanos. tienen derecho a una vida sana. mejor que la de nosotros.		
	Firma				

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

C El proyecto cuenta con muchas atenuantes para aliviar los impactos del proyecto y la construcción en las comunidades circundantes. Para obtener información sobre dichas atenuantes, consulte la sección IMP1 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Para obtener información sobre la calidad del aire y la salud, consulte de la sección AQ3 a la AQ6 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Comments			Responses to Comments	
Source: Submittal		Document Number: 097	Last: Lopez	First: Sandra
A	Name:		Sandra Lopez	
	Address			
	Neighborhood			
	Company or Organization, if any:			
	How long I have lived or worked in this neighborhood:		I have lived in this neighborhood for 4 years.	
	It worries me that the project will relocate my home, business or property.		This project worries me because I have relatives living there and it has affected my nephews. They have asthma.	
	I am worried for my health or a friend's or family member's.		I am worried for my family's health. My children have been affected living here. They got asthma.	
	I am worried about the traffic and transportation		The traffic is going to affect me because I come to this community 4 times a week and the traffic is something that affects the entire community. Another option will be to eliminate I-70.	
	I am worried for our community.			
	I am worried for our environment		The environment will affect my community with so much waste that we would have.	
B	I believe this alternative is the best:		The best would be not to have changes and think a little of the human beings that you will impact.	
	The project will be better if the following changes are made:		The project will be better if the changes would not be done. It would give more space to the traffic but they will affect to many humans.	
C	CDOT, I want to know the following:		What would you do so human health won't get worse? We want healthy children. They have the right to a healthy life, better than the one we have.	
	Signature			

This is a translation of the previous comment and response that was submitted in Spanish originally.

Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

A Section 5.20 of the Final EIS contains an expanded discussion of environmental health issues in the Globeville and Swansea and Elyria neighborhoods, including the Health Impact Assessment conducted by Denver's Department of Environmental Health. For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The project includes many mitigations to alleviate the impacts of the project and construction of it to the surrounding neighborhoods. For information on those mitigations, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

This is a translation of the previous comment and response that was submitted in Spanish originally.



Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

Comments				Responses to Comments			
Source:	Public hearing	Document Number:	290	Last:	Lopez	First:	Tim
A	<p>First, let me start and thank Councilwoman Deborah Ortega for getting the mikes and everything else squared away for everybody so that we did get an interpretation. I am a native. I support the folks in Elyria and Swansea. I am opposed to this project. They were working on this project for 11 years. The how does not make sense. The economy does not make sense</p>						
	<p>I do work for a voluntary clean-up advisory board, and we can do this project better. We can get it cleaned up from Garden Place all the way up to the elementary schools that are affected—the heavy contaminants, arsenic, all the other things.</p>						
	<p>I see we are going to put an HVAC system in a school. Whoopee. What do we do for the kids out on the playground? What do we do with the kids out in the park? When we look at DRCOG and the projection of 2035, our growth rate of senior citizens at 60, we are looking—as our living goes on, we are going to start seeing more and more people living to 100 years old. Well, that asthma, that hard breathing, all those things that goes into your lungs, right, that has a major effect on your health and your quality of life.</p>						
	<p>We can do this better. There are alternatives. It's too big of a project. And we need to stand up for the folks in Elyria and Swansea now. Both Councilwomen Ortega and Montero have represented this area for over the last 20 years -- Councilwoman Ortega, when she was in District 9 and where she is now as an at-large, and Judy Montero. We need to stand up for these people now. We need to say no. And we need to make it economically sound. And the biggest thing is the environmental impact that it will have on everybody's health. Thank you very much.</p>						

Comments				Responses to Comments	
Source:	Submittal	Document Number:	454	Last:	Lorantos
			First:	Adrienne	
<div>Welcome: contactus@i-70east.com</div>					
<div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div>					
<div><div>From: "Adrienne Lorantos"</div><div>Date: Tue, October 28, 2014 2:27 pm</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div>					
<div>name: Adrienne Lorantos</div>					
<div><div>A</div><div>comments: I am an AICP City Planner and I am strongly opposed to the SDEIS proposal. CDOT NEEDS to do an SEIS on the full re-route that includes both I-270 and I-76. The current proposal is environmentally and fiscally irresponsible and corrupts the ideas of good planning for those people in need and for those people using the area in the future. It had been proven time and time again that more roads only bring more cars and future generations have already shown a strong preference for not wanting the old car-commuter paradigm. While I'm grateful that you are opening up some time for public comment, I'm afraid that this effort is just tokenism at its worst. Beautiful new parks connecting neighborhoods is a great thing to have - but not with this plan and not in this area. Yes, a mistake was made by building a major interstate through established neighborhoods 50 years ago. However, that was 50 years ago and the neighborhoods have had 50 years to organically find their ways around that mistake that was forced upon them. A dear friend lives in that neighborhood - immediately adjacent to what will be a park if the current plan goes through. I've spent a good deal of time in this neighborhood. This proposed plan will only further alienate these people from this neighborhood. Just like much of the rest of Denver, it will force lower income families from the area because the cost of housing will go up. This is an elitist plan that doesn't really take the actual families' welfare into account - again. It is a plan made by people who've never grown up in neighborhoods like this, and their suppositions about it making the neighborhood better for them are wrong and short-sighted. There are so many rich and creative alternatives that are available that will still allow your "problem solvers" to showcase their talents while not stripping a neighborhood of it's culture and identity any further than it already has. This is a situation where, if you've read the "Hitchhiker's Guide to the Galaxy" - the proponents of the current proposal are Vogons and are wearing blinders to the gestalt of the impact of their grand highway plan. One alternative is to close I-70 between Wadsworth Avenue and Central Park Boulevard, and to divert traffic north of the current alignment onto I-76 and I-270. There could be construction of a surface boulevard along what currently is Brighton Boulevard that would funnel traffic from DIA, Green Valley Ranch and Montebello into downtown Denver along Brighton Boulevard and make this route the gateway into the city. It would open up space along this new boulevard for redevelopment, reintegrate the Globeville, Elyria and Swansea neighborhoods into the city, and raise property values. Additionally, along this reroute, CDOT already owns almost all the land it needs for development, and the impact on the surrounding residents and businesses would be reduced to almost nothing. If I lived along that stretch - that is what I would prefer. Instead - I am only a few blocks away and an educated, experienced planner. I hope you will stop the current plan from moving forward and allow a more organic, less sterilizing option to move forward. If not for the people who live there now, then at least for the people who will use the area in the future. Thank you.</div></div>					
<div><div>A</div><div>These concerns about property impacts, driving pattern and demographic changes, and the Preferred Alternative have been addressed in the Final EIS.</div><div>All reasonable alternatives have been evaluated in the Final EIS. The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on mitigation for the project's impacts, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on property impacts, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>					

Comments				Responses to Comments	
Source:	Submittal	Document Number:	713	Last:	Lovato
				First:	Anthony
<div>Welcome: contactus@i-70east.com</div> <div><div>The I-70 East EIS Project - SDEIS Comments</div><div><div>From: "Anthony Lovato"</div><div>Date: Fri, October 31, 2014 1:41 pm</div><div>To: contactus@i-70east.com</div><div>Priority: Normal</div></div></div>				<div><div>A</div><div>The No-Action Alternative, South Option and the Revised Viaduct Alternative, South Option would require the relocation of the Purina factory. The identified Preferred Alternative in the Final EIS does not impact the Purina factory. However, Denver has been coordinating with Purina to reduce the odor by 90 percent. As of now, Purina has replaced 2 of its 6 scrubbers in an effort to reduce the odor.</div></div> <div><div>B</div><div>Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternate alignments, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	
<div>To Whom It May Concern:</div> <div>I have two comments:</div> <div><div><div>A</div><div>1) I would like to see Purina Chow relocated outside of the neighborhoods.</div></div><div><div>B</div><div>2) I would like to see I-70 rerouted away from the neighborhoods.</div></div></div> <div>Respectfully,</div> <div>Anthony Lovato</div>					

Comments				Responses to Comments	
Source: Submittal	Document Number: 031	Last: Lovato	First: Dennis		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM From: "Dennis" Date: Sun, September 7, 2014 10:21 am To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Dennis Lovato</p> <p>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic comments: Reroute I-70!!!! this is best way for all neighborhoods and all the people concerned in area!!!</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments																		
Source: Submittal	Document Number: 854	Last: Lowenstein	First: Daniel																			
<div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10-28-14</u> Would you like to be included on the I-70 East EIS mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Name (required): <u>DANIEL LOWENSTEIN</u> Organization: _____ Address (required): _____ City/State/Zip: _____ Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td colspan="2"></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p>I-70 expansion is a bad idea. When you consider the imminent collapse of our civilization due to climate change, resource depletion, collapse of ecosystems, imminent collapse of unsustainable economies, the hostile takeover of our government by moneyed interests, etc., the plans to expand I-70 are an extreme misallocation of resources at a pivotal time in human history. Rather than continue down the foredoomed path of fossil fuel consumption, let's spend our dwindling</p><p>****CONTINUE ON BACK FOR MORE SPACE****</p></div></div><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div>						Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<p>A Your concerns about energy consumption, project funding, air quality, noise, hazardous materials, and associated mitigations have been adequately addressed in the Final EIS.</p> <p>For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on property impacts, please see PROP2 and PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on project mitigations please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
Air quality	Environmental justice	Financing	Hazardous materials	Historic																		
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																		
Preliminary identified preferred alternative	Truck traffic	Other																				

Comments

Source: Submittal

Document Number: 854

Last: Lowenstein

First: Daniel

Responses to Comments



A

resources on more positive, helpful projects, such as mass transportation and renewable energy. It's not impossible. Other countries are doing it. If we could somehow manage the trick of becoming self-sustaining, we would have the added benefit of feeling less compelled to conduct war in oil-rich parts of the world. Other bad consequences for our community will be further decimation of neighborhoods, increased smog and noise, diminution of nearby property values, shipping of hazardous waste through neighborhoods.

The image of Easter Islanders persisting in carving giant statues up to the moment that they couldn't do it anymore comes to mind. They did this in the face of resource depletion to which they seemed to be oblivious, until it was too late.

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

ATTACH MORE PAGES AS NEEDED

Thank you for your input.

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

1-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



Comments				Responses to Comments
Source: Submittal	Document Number: 203	Last: Lozada-Hissom	First: Yasmin	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Yasmin Lozada-Hissom"</div><div>Date: Mon, October 6, 2014 10:34 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div>name: Yasmin Lozada-Hissom</div> <div><div><div>A</div><div>B</div></div><div><div>comment_topic: Air Quality,Financing</div><div>comments: A I-70 through North Denver is a major source of air pollution, which manifestly damages the health and quality of life of residents within half a mile of the freeway. The expansion of I-70 will worsen the existing situation, further affecting the same people who already endure this disadvantage. No meaningful mitigation of this harm is possible unless the highway is relocated. The reroute is the only real mitigation. Therefore, the present DSEIS should include a thorough evaluation and analysis of the re-route alternative. Also, the amount of dollars this project will consume would be simply outrageous. Many believe it to be grossly-fiscally irresponsible spending from a taxpayer perspective, especially when the re-route would cost about half as much, while addressing I-70 congestion issues BOTH east and west of I-25, not just the east side. Do we really need the freeway practically three times the width compared to what we have now? Do we need four new toll lanes?</div></div></div>				<div><div>A</div><div>All of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div><div>B</div><div>The Preferred Alternative was developed to avoid and minimize impacts when feasible, including consideration of the number of lanes required, and the managed lanes option. These concerns have been adequately addressed in the Final EIS. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on why Managed Lanes are identified as the preferred operational option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>

Comments				Responses to Comments	
Source: Submittal	Document Number: 477	Last: Lucero	First: Judy		
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Judy Lucero"					
Date: Wed, October 29, 2014 8:14 am					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Judy Lucero					
comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other comments: CDOT insisting on widening a freeway in a neighborhood in which they would refuse to live? They would refuse to live in Globeville/Elyria-Swansea because it is not good enough for them -- the air quality is dangerous, the noise is awful, the truck traffic is disgusting and frustrating, it stinks from pollution, it is unhealthy, the property values are extremely low, it is poor, ugly, devastated by the original intrusion of I-70 which virtually destroyed a community and its historic value to Denver. Would any member of CDOT or any member of the PPP move into Globeville/Elyria-Swansea? The answer is no. Would any member even spend the night there? Would any member of CDT or the PPP allow their child to attend Swansea Elementary, let alone spend the night? How about letting their child play on ground just above the freeway? Not once, but day after day, as part of a school day? If members of CDOT and the PPP lived in Globeville/Elyria-Swansea, they would re-route I-70. They would use the right-of-way already owned by CDOT to widen I-76 and I-270. There are no existing homes and businesses along this right-of-way that have to be taken to accomplish the expansion. CDOT's involvement with I-70 over and around Vail actually enhanced the beauty of the environment and the road. That can be done with I-70, and it can be done at less than half the cost of expansion of the existing freeway. The PPP does not serve the public interest. It is a bigger potential problem than what is happening with I-36. These partnerships have to work for the public -- not against them. And why would anyone want to put part of the freeway underground? Why would CDOT recreate the days of the tunnel -- when wreck after wreck after wreck occurred in and around the tunnel on I-70? Who will profit from that -- the people who lose their lives? I lived in LA for five years -- why does CDOT insist on bringing that driving lifestyle to Denver? Large multi-lane freeways are incredibly difficult to maneuver, they are dangerous and destructive to comfortable commuting, and ease of commute. They are a recipe for road rage waiting to happen. And they are unnecessary to a future where patterns of commute will change -- are changing as the city becomes a more desirable place to live. What CDOT is proposing is insane -- it meets Einstein's definition of insanity: doing the same thing over again and expecting a different result. A whole other generation will be subjected to the devastation on the Globeville/Elyria-Swansea community. More people will have health problems because of the pollution, noise and dangerous conditions. It is insane to widen and expand I-70 as CDOT proposes, particularly in light of fact that there is an I-76/I-270 alternative that will be half the cost, with none of the devastation. If CDOT must absolutely refuse to put people (human beings) and their communities first, then put our tax dollars first. CDOT has a perfectly sound alternative: THE I-76/I-270 BOULEVARD.					
A				A Your concerns about air quality, property impacts, Swansea Elementary School, funding options, design of the cover and lowered section, future driving habits, noise, have been adequately addressed in the Final EIS. All reasonable alternatives, including the I-270/I-76 Reroute Alternative have been evaluated in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the benefits of the Preferred Alternative and the highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the "tunnel effect," please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	

Comments				Responses to Comments	
Source: Submittal	Document Number: 516	Last: Luders	First: Janene		
<p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Janene Luders"</p> <p>Date: Wed, October 29, 2014 12:53 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Janene Luders</p> <p>comment_topic: Other</p> <p><div>A</div> comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.</p>				<p><div>A</div> The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 548	Last: Luerssen	First: Burke		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Burke Luerssen"</p> <p>Date: Thu, October 30, 2014 6:25 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Burke Luerssen</p> <div><div>A</div><div><p>comment_topic: Air Quality,Hazardous Materials,Swansea Elementary</p><p>comments: Swansea Elementary School is already impacted enough by I70 as it is without putting them through an expansion project. Even without it the kids already have to suffer through increased air pollution and and hazardous materials raining down from the highway while all they are trying to do is play on their playground. I70 has already done enough damage to that neighborhood. Give the kids a break and don't make it worse.</p></div></div>				<div><div>A</div><div><p>Based on public input that opposed relocating the school, CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts to it. For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on air quality and health near the school, please see AQ3, AQ4, and AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	205	Last:	Luis
				First:	Scott
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Scott Luis"					
Date: Mon, October 6, 2014 11:03 am					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Scott Luis					
comment_topic: Air Quality,Environmental Justice,Financing,Managed Lanes,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary					
A	comments: Hi, I recently purchased a home in Globeville, and live about a block away from the junction of I-25/I-70. From what I understand, the section of I-70 that I am closest to will not change, but a widening of I-70 further east is likely to separate Globeville and Elyria-Swansea even more from the rest of Denver than it already is. How will the addition of a cover over a small patch of highway help integrate these neighborhoods back into the rest of the city? This cap sounds more like an afterthought, similar to how almost every exit to Washington Street in my area feels like an afterthought - city planning never fully considered these neighborhoods when they were routing one of the United States' major arteries. I am worried about the air quality in these neighborhoods. A study has shown that people in my area live 3.5 years less on average than Denver as a whole. Add 4 extra 'luxury' lanes, and how much worse will it become in these neighborhoods? Lowering the highway underground will not mitigate surrounding air pollution. I used to live in Texas, and have driven the stretch of Dallas on I-35 that is similar to what you are planning. While it may work there, they do not have the type of climate we have here. Not allowing for direct sunlight will leave many spots iced over in the winter, and no place for the plowed snow to go, but to pile up on the sides, allowing for no shoulder. Are you going to suck out the snow with a vacuum? Doesn't that cost a lot of money? Aren't we spending a billion+ on constructing this trench? Additionally, much of this area is in the South Platte River flood plain, or damn near it! An entire highway submerged? Flooding may not happen very often, but it is potentially a huge problem, and you are inviting trouble by digging a hole. The money that you are proposing to use for this expansion will take away from the funds intended for bridge repair and upkeep in our state. All across America, bridges are falling apart from about 50+ years of neglect. If we take an already failing bridge support system and neglect it for another 8.5 years, how many extra millions of dollars are we going to have to spend later to fix or replace these bridges? How many people will lose their lives due to bridge collapse? I don't know, do you? I don't want to find out! Do you? I am not sure how many people from my area have come forward to voice their opinion, but there are many that do not have a voice - monetarily, and also literally. Several of my neighbors do not speak English, and I worry that they have not had the opportunity to fully come to terms with what will be happening here soon, or if they even know about it at all! I understand that you are not interested in studying a full re-route of I-70 that includes I-270, and I-76 (roadways that have land available to expand onto without destroying homes and businesses) at this time, but I would like to request that you do an SEIS on this option. This is the only 100% guaranteed way to re-link up Globeville and Elyria-Swansea neighborhoods with the heart of Denver. And the more information you release to the public, the better. Our neighborhoods will have more of a chance to become fully informed of a change that could greatly impact our communities. Thanks for your time, I just hope everything that is feasible will be looked over, and the best choices will be made, because it affects the whole town, but our neighborhoods most of all. Regards, Scott Luis				
B					
C					
D					
E					
A	The Partial Cover Lowered Alternative was developed in response to the community’s concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct. For information on increased connectivity with the Preferred Alternative, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
B	All of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality and health in the project area, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
C	The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents.				
	For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
	CDOT will be replacing the I-70 viaduct. The viaduct accounts for over 60 percent of the States bridge deck area that needs to be replaced or repaired. CDOT will retain approximately 50 percent of their bridge enterprise funding for other bridge projects. The new roadway will not be on a bridge and would not require the same amount of maintenance in the future as would be required if we replaced the viaduct. For more information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
D	CDOT made every effort to take comments from the public in a wide variety of ways. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
	For information on how CDOT involved the Spanish-speaking community, please see OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
E	CDOT has considered the I-270/I-76 Reroute Alternative and found that it doesn’t meet purpose and need and it isn’t a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
	For information on improved community connectivity with the Preferred Alternative, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				

Comments

Source: Submittal

Document Number: 239

Last: Lujan

First: Eva

Responses to Comments



**ANTEPROYECTO DEL INFORME DE IMPACTO AMBIENTAL SUPLEMENTARIO
DE LA I-70 ESTE**

Puede presentar sus comentarios a la dirección que se encuentra debajo o en el sitio web de la I-70 Este (<http://www.i-70east.com>) hasta el 31 de octubre del 2014.

Se solicitan los comentarios del público de acuerdo con lo dispuesto por la Ley de Política Ambiental Nacional, 42 Código de los Estados Unidos 4321, et seq. Todos los comentarios presentados por escrito durante el periodo de comentarios serán considerados durante la preparación del Informe de Impacto Ambiental (EIS abreviación en inglés) Final. La información que proporcione sobre su domicilio privado con sus comentario es voluntario y protegido en conformidad con la Ley de Privacidad. La información de su domicilio privado no se publicará en el EIS Final o para cualquier otro propósito, a menos que sea requerido por ley. Sin embargo, su información de domicilio privado se utilizará para incluirlo en la lista de correos que usamos para enviar avisos futuros sobre el proyecto.

Fecha: 09-31-14 ¿Desearia ser incluido en la lista de correos del EIS de la I-70Este? ☒ Si ☐ No

Nombre (obligatorio): Eva Lujan

Organización:

Domicilio (obligatorio):

Ciudad/Estado/Código:

Email:

¿Sus comentarios aplican a cualquiera de los temas listados a continuación? Circule lo que le interesa:

☒ Calidad del Aire ☐ Justicia ambiental ☐ Financiamiento ☐ Materiales peligrosos ☐ Histórico
☒ Carriles administrados ☒ Ruido ☐ Impactos a propiedades ☒ Swansea Elementary ☐ Visual
☐ Alternativa preferida preliminarmente identificada ☒ Tráfico de camiones ☐ Otros

Favor de escribir legible sus comentarios sobre el Anteproyecto del EIS Suplementario a continuación.

Quando realice la obra se acumule el trafico

SI NECESITA MÁS ESPACIO CONTINUE AL REVERSO

Puede entregar esta forma a un miembro del equipo del proyecto o por correo/e-mail hasta el 14 de octubre del 2014, al:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com





The English translation of this comment and the response is on the following page.



**La traducción al inglés
de este comentario
y su respuesta se
encuentra en la
siguiente página.**

A

A Para obtener información relacionada al tráfico de la I-70 durante la construcción, consulte la sección TRANS10 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

El cierre de calles adyacentes estará limitado al máximo posible. El contratista estará sujeto a restricciones y se consultará con la ciudad sobre los requisitos para control del tráfico.

Comments				Responses to Comments																						
Source:	Submittal	Document Number:	239	Last:	Lujan	First:	Eva																			
<div></div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p> <p>Date: <u>9-21-14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Name (required): <u>Eva Lujan</u></p> <p>Organization: _____</p> <p>Address (required): _____</p> <p>City/State/Zip: _____</p> <p>Email: _____</p> <p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p> <table border="0"><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table> <p>Please print your comment on the Supplemental Draft EIS legibly below.</p> <div><div>A</div><div><p>When you build the project will the traffic pile up?</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p></div></div> <div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.</p></div></div> <p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your</p> <p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p> <div><div>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</div><div></div></div>								Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<div><div>A</div><div><p>The closure of adjacent streets will be limited as much as possible. The contractor will be given strict limitations to follow. The city will be consulted on traffic control requirements.</p><p>For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div> <div><div>This is a translation of the previous comment and response that was submitted in Spanish originally.</div><div>Esta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.</div></div>			
Air quality	Environmental justice	Financing	Hazardous materials	Historic																						
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																						
Preliminary identified preferred alternative	Truck traffic	Other																								

Comments				Responses to Comments																		
Source: Submittal	Document Number: 337	Last: Lutze	First: Michael	Source: Submittal	Document Number: 337	Last: Lutze	First: Michael															
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Comment Re: I-70 East Environmental Impact Statement</p> <p>From: "Michael Lutze"</p> <p>Date: Thu, October 16, 2014 7:10 am</p> <p>To: contactus@i-70east.com</p> <p>Priority: Normal</p> <p>Please see the attached. thank you!</p> <p>Michael Lutze</p>				<div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 31, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 10/16/14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): <u>Michael Lutze</u></p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p><table><tr><td><input checked="" type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input checked="" type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input checked="" type="radio"/> Noise</td><td><input checked="" type="radio"/> Property impacts</td><td><input type="radio"/> Swansea Elementary</td><td><input checked="" type="radio"/> Visual</td></tr><tr><td><input type="radio"/> Preliminary identified preferred alternative</td><td><input type="radio"/> Truck traffic</td><td><input checked="" type="radio"/> Other</td><td colspan="2"></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><p><u>See attached</u></p><p>****Continue on back for more space****</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div>				<input checked="" type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input checked="" type="radio"/> Historic	<input type="radio"/> Managed lanes	<input checked="" type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input checked="" type="radio"/> Visual	<input type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input checked="" type="radio"/> Other		
<input checked="" type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input checked="" type="radio"/> Historic																		
<input type="radio"/> Managed lanes	<input checked="" type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input type="radio"/> Swansea Elementary	<input checked="" type="radio"/> Visual																		
<input type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input checked="" type="radio"/> Other																				

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments				Responses to Comments			
Source: Submittal		Document Number: 337	Last: Lutze	First: Michael			
A	B	C	D	My name is Michael Lutze and I live at _____ I am a Colorado native and I am writing in support of re-routing I-70. I am sincerely asking for CDOT to conduct an SEIS on the full re-route that includes both I-270 and I-76.			
				<ul style="list-style-type: none">The current route of I-70 has had devastating impacts within the neighborhoods of not only Globeville, Elyria, and Swansea, but also the historically rich neighborhoods of Sunnyside, Berkeley, and Lakeside.<ul style="list-style-type: none">These neighborhoods are full of beautiful older homes, lots of small businesses, and this entire area has become more and more popular in the last decade. People are now flocking towards city neighborhoods where they can walk or ride a bike to go get coffee or go see a baseball game.Public transportation has grown immensely in the Denver area and only further connects these growing neighborhoods, promoting a higher quality of life, a more convenient and active lifestyle, and drastically increased home value.<ul style="list-style-type: none">RTD has already approved Light Rail to expand through Northwest Denver with a station at 41st and Fox St.Re-routing I-70 provides the opportunity to create more businesses in conjunction with the Light Rail expansion, provide more jobs, better walkability, and repair the harm that has been caused.I live in a quaint bungalow built in 1906 in the beautiful Sunnyside neighborhood. I can bicycle to downtown Denver in 10 minutes and the neighborhood is connected to the Highlands and Berkeley neighborhoods. My home is also 1 block south of I-70 which is invasive, loud, and separates Sunnyside from the Chaffee Park neighborhood.Rocky Mountain Lake Park and Berkeley Lake Park are both beautiful lakes with paths, trees, amenities, and historical homes that border them. On the north end of both lakes immediately sits I-70, which to say the least is not physically attractive and is also very loud and invasive. I love to go running and I honestly never run around the entire lake but turn around due to the intrusiveness of I-70.The current route of I-70 directly divides historical neighborhoods from 48th and Pecos all the way West to N. Harlan St. The current route of I-270 and I-76 is overwhelmingly less invasive and largely industrialized land in comparison.The Highway Cover option that has been proposed may solve the current issues at hand but DOES NOT create a permanent solution that promotes and ensures the quality of life that has come to be expected in Denver.<ul style="list-style-type: none">On the CDOT website it is stated, "CDOT has no plans to widen I-70 between I-25 and Wadsworth Boulevard, and no projects with this goal are contemplated for the next two decades." As stated above, this is not a permanent solution for the betterment of Denver citizens. Twenty years is not a very long time and it would be a shame to expand on the current I-70 route, further damaging the potential to really make Denver a great place to live for future generations.<ul style="list-style-type: none">Westbound traffic on I-70 West of I-25 is often backed-up and expansion is inevitable if the route is not changed.IF A HIGHWAY SYSTEM IS ALREADY IN PLACE IN A MOSTLY INDUSTRIALIZED AREA, AND THE OPPORTUNITY ARISES TO CONSOLIDATE AND EXPAND THAT HIGHWAY SYSTEM AND DRASTICALLY IMPACT THE COMMUNITY IN A POSITIVE WAY, AS WELL AS RESOLVE TRAFFIC CONJESTION ISSUES, WHY WOULD THAT OPTION NOT BE CONSIDERED? WHY WAS THE FULL RE-ROUTE ON BOTH I-270 AND I-76 NOT STUDIED AS A PART OF THE SEIS?			
				Respectfully, Michael Lutze			
A		CDOT has considered the I-270/I-76 Reroute Alternative and found that it doesn't meet purpose and need and it isn't a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
B		Many of the neighborhoods note are west of the project terminus and therefore not included in the impact and mitigation analysis. However, these concerns have been adequately addressed in the Final EIS within the project area, including historic properties, transit, bicycle and pedestrian connections, and community connectivity. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on improved community connectivity with the Preferred Alternative, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
C		There are no plans to widen I-70 west of I-25. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
D		CDOT has considered the I-270/I-76 Reroute Alternative and found that it doesn't meet purpose and need and it isn't a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					

Comments				Responses to Comments	
Source: Submittal	Document Number: 110	Last: Lyons	First: Donna		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>I 70 closure Tower to Colfax From: Date: Tue, September 23, 2014 7:02 pm To: contactus@i-70east.com Priority: Normal</p> <div><div>A</div><div><p>This is to express how very difficult it is to commute to jobs in Denver or Aurora for the many residents who live in communities to the east, because of the long-term one-lane construction closure on I70 between about Tower and Colfax. The closure began in February and it has been reported that it will last another year or two. The most frustrating part is crawling through the jam it creates everyday, yet seeing no crews, no equipment, nothing happening , week after week. I'm sure you know that this is a major interstate for trucks, tourists, as well as commuters and other residents. It has strangled communities like mine (Antelope Hills in unincorporated Arapahoe County) from reasonable access to jobs and services in the city. I think part of your study and planning for I 70 improvements should include focused attention on getting projects that are started completed in a reasonable time frame, especially when they involve significant lane closures such as that on I 70 to the east of Denver.</p><p>Sincerely, Donna Lyons</p></div></div>				<div><div>A</div><div><p>CDOT is currently developing plans to minimize impacts during construction. This will be developed and finalized during final design.</p></div></div>	

M

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Comments				Responses to Comments	
Source: Submittal	Document Number: 430	Last: —	First: Matt		
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Matt"</div> <div>Date: Mon, October 27, 2014 2:24 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Matt</div> <div><div>A</div><div>comment_topic: Air Quality,Environmental Justice,Financing,Noise</div><div>comments: I strongly oppose!</div></div>				<div>A Comment noted.</div>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 189	Last: MacDermott	First: Tracey		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Tracey MacDermott"</p> <p>Date: Thu, October 2, 2014 8:21 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Tracey MacDermott</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Property Impacts,Swansea Elementary,Visual,Truck Traffic</p> <p>comments: There has been an alternative presented to the I-70 Expansion. This reroute via 270 seems reasonable and well thought out. The time is now to fix a 50 year old mistake. The proposed I-70 expansion is a continuation of poor planning and lack of vision.</p>				<p>A CDOT has considered the I-270/I-76 Reroute Alternative and found that it doesn't meet purpose and need and it isn't a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments
Source: Submittal	Document Number: 709	Last: MacFarlane	First: JD	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "JD MacFarlane"</div> <div>Date: Fri, October 31, 2014 1:16 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: JD MacFarlane</div> <div><div>A</div><div>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other</div><div>comments: I believe my conclusions are supported, in effect, by two other documents directly related to this same issue of I-70; one is another comment on file in this matter which I have endorsed, titled The Supplemental Draft EIS For Proposed Expansion of I-70 East Must Be Revised To Adequately Disclose Impacts of Emissions On Community Health And Air Quality, by Robert E. Yuhnke; the other, so far as I know, is not entered as a comment to CDOT but is directed to this same issue and is published by the American Planning Association Transportation Planning Division, I-70 East Reconstruction Denver, Colorado, Peer Review and White Paper, October 15, 2014, which I can send to you at your request. I incorporate both of these documents by reference herein. As background information, I am a retired lawyer, Pueblo native, A.B. Harvard College, LL.B. Stanford Law School, Pueblo Deputy District Attorney, Colorado State Representative (JBC 4 years), State Senator, Chief Deputy State Public Defender, Attorney General and Denver Manager of Safety. Currently I am a Denver County Colorado Master Gardener and volunteer CMG at the Jeffco Plant Clinic at the CSU Jefferson County Extension Office at the Jeffco Fairgrounds in Golden. I live in the northeast quadrant of Denver, Park Hill, approximately 3 miles from the intersection of Colorado Blvd. and I-70. During growing season I go to and from Jefferson County on I-70 as often as once a week or more, usually during the morning and evening rush hours. Although I-70 is faster, the 6th Avenue (U.S. 6) freeway is shorter but the rush hour traffic to and from 6th Avenue and Santa Fe/Kalamath to and from my residence generally takes longer than the I-70 route. I have attended a number of meetings and obtained additional information from CDOT and Unite North Metro Denver concerning the proposed reconstruction of I-70 through east Denver and CDOT's preferred alternative involving Globeville, Elyria and Swansea (GES). Being bisected by I-70 for 50 years, these neighborhoods have</div></div>				<div><div>A</div><div>Please refer to responses provided to Mr. Yuhnke’s comments under Sierra Club, Special Interest Section of Part 1 of Attachment Q.</div><div>For information on CDOT’s use of the American Planning Association’s Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

C-614 January 2016

Responses to Comments				Responses to Comments	
Source:	Submittal	Document Number:	709	Last:	MacFarlane
			First:	JD	
<p>F Swansea Elementary School was identified as a very important and valuable resource in the Elyria and Swansea Neighborhood, based on concerns from the parents about relocation. CDOT developed the Partial Cover Lowered Alternative to keep the school in its current location while minimizing impacts to it. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				<p>K The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and IMP1 through IMP8 for information on proposed mitigations to offset the project’s impacts</p> <p>L The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and ALT2 and ALT3 for alternatives that remove I-70 from its existing location.</p> <p>M The inclusion of the highway cover with an urban landscape and a community space helps achieve some broader community goals of livability, quality schools, and safe streets along with supporting the existing communities along the corridor. For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q, and ALT2 and ALT3 for alternatives that remove I-70 from its existing location.</p> <p>N The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>I-70 will remain open during construction, and detours during construction will be developed and the public will be notified. For information on traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q,</p>	
<p>G Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and PA1, PA2, and PA9 for information on increased community connectivity with the Preferred Alternative.</p>					
<p>H Hazardous material is adequately addresses in the Final EIS, see Section 5.18 Hazardous Materials. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and ALT2 and ALT3 for alternatives that remove I-70 from its existing location.</p>					
<p>I Please note that properties are historic for a number of reasons and properties in the area were surveyed as part of the EIS process; see Section 5.6, Historic Preservation, of the Final EIS for more information. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and ALT2 and ALT3 for alternatives that remove I-70 from its existing location.</p>					
<p>J Noise impacts and mitigations have been adequately addressed in the Final EIS. For information on how noise will be minimized during and after construction, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and ALT2 and ALT3 for alternatives that remove I-70 from its existing location.</p>					

Comments				Responses to Comments	
Source: Submittal	Document Number: 620	Last: MacLennan	First: Bobby		
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
<p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Bobby MacLennan"</p> <p>Date: Thu, October 30, 2014 11:07 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p>					
<p>name: Bobby MacLennan</p> <p>:</p> <p>comment_topic: Financing,Managed Lanes</p> <p>comments: I do not like the depressed alternative. In this age of tight budgets-why would CDOT and governor Hickenlooper advocate spending over 1 Billion dollars extra over the viable reconstruction of the viaduct. There are a number of other congested areas that could use that money. Also, the tolls don't generate very much money in comparison to the cost of the project. Let's do gas taxes, or lets do tolls-but stop with the HPTE nonsense and P3. I think the governor's buddies are getting some special deals in smoke filled rooms-hundreds of millions being dealt-all in secret. It's all smoke and mirrors. There's no transparency. Low bid should win. No P3s. No "beauty contest" design builds. CDOT and Colorado's political leaders are failing in their mission of transportation. What other type of infrastructure would we allow to be oversubscribed 6 hours a day? What if the sewers or water systems were under capacity from 6 AM to 9AM and then 3 PM to 6 PM-would we tell people to!</p> <p>"change their peak."? Is that acceptable? Why is it acceptable for roads. Lets spend that extra billion on other clogged roads, and leave the neighborhood as is. There will be 8 million people living here in 20 years. The roads are already clogged with 5.5 Million. Get cracking. It's an emergency-stop wasting money on depressed highways through industrial neighborhoods. You can't make a silk purse out of a dog food factory.</p>				<p>A The CDOT Transportation Commission has decided to move forward with a DBFOM method for the finance and delivery of the I-70 East project from I-25 to Denver International Airport. The Commission's decision was based on being the best stewards of public money and trust; however it is important to note that this is just one step in a lengthy process that will include many more decision points. It is important that there is a feasible funding plan in place as the environmental study process is concluded and a final alternative is selected.</p> <p>CDOT engaged the public and stakeholders to discuss how this project should be delivered. The Transportation Commission held a public workshop on the findings of the Value for Money analysis, which compares the risks and affordability of DBOM and DBFOM delivery models, on February 5, 2015. The Commission selected the DBFOM method of delivery because of its ability to transfer more risk to the private sector in several key areas including the long-term costs of maintaining the corridor. In this model, the concessionaire is given annual performance payments and must meet strict operations and maintenance standards. For more information on the funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>A Record of Decision will be the last step in the NEPA process. CDOT will continue to seek public input through NEPA, final design, and construction. For more information, visit www.coloradohpte.com and www.codot.gov/projects/i70east</p> <p>The Revised Viaduct Alternative is still under consideration. For more information, please see ALT4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. However, the Partial Cover Lowered Alternative with Managed Lanes is identified as the Preferred Alternative. For more information on why it is identified as the Preferred Alternative, please see Section 3.3 of the Final EIS.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 742	Last: MacLennan	First: Carol		
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
<p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Carol MacLennan"</p> <p>Date: Fri, October 31, 2014 3:47 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p>					
name: Carol MacLennan					
comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Other					
<p>comments: Barring the development of additional information to the contrary, I opposed the preferred alternative for several reasons: - The air quality impacts on the neighborhood and the school, in particular, have not been documented to not pose health impacts (e.g., asthma, respiratory problems, etc.) - Excavation is likely to impact and expose historically contaminated groundwater which will need to be managed at an undetermined (high) cost to prevent human and environmental exposure. - The design is likely to create a flooding hazard should we experience unusually high rainfall events such as those that occurred in the fall of 2013. It makes no sense to "bury" the interstate and create conditions that will be ripe for infrastructure and property damage, let alone public risk. - The Preliminary Identified Preferred Alternative does nothing to connect Globeville/Swansea/Elyria to the core city to the south. The neighborhood has been physically isolated from the potential for favorable development because of its historic isolation. With the recent Trammell Crow purchase of the Asarco site, plans for redevelopment of the stock show property, etc., will be less successful if the area remains cut off from easy access to downtown and the exciting development in RINO, Brighton Blvd, etc. This is a major social justice issue as well as a lost opportunity for more enhanced economic development . - I appreciate City Council's raising the issue of impacts to the students at Swansea Elementary, and recommending they be removed from the impacts of noise, air pollution, traffic, etc., during the highway development. But it is inappropriate to bus children out of their neighborhood for years to protect them from unnecessary risks. A different alternative would not present health risks to the children at all.</p>					
<p>A</p>				<p>A The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on how construction dust impacts to Swansea Elementary School and residents will be mitigated, please see IMP4 and IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
<p>B</p>				<p>B Groundwater and soil sampling have been performed as part of the hazardous materials analysis for the EIS and the results are available in Section 5.18, Hazardous Materials, of the Final EIS. For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The Final EIS has adequately addressed drainage of the Preferred Alternative; please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	
<p>C</p>				<p>C The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. Connectivity and impacts to Swansea Elementary School are adequately addressed in the Final EIS. For information on the increased community connectivity with the Preferred Alternative, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on mitigation to offset the project's impacts to Swansea Elementary School, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments			
Source:	Public hearing transcript	Document Number:	258	Last:	Madril	First:	Julie
<div><div>A</div><div>We live on , and I don't think they should tear it down and build a 10-lane highway—four lanes being toll roads—when they can just fix it, tear it down and fix it and leave everybody's house, not buy everybody's house. That's what I have to say.</div></div>		<div><div>A</div><div>There is no alternative that meets the purpose and need of the project that can stay within the existing template, including the No-Action Alternative. The need for widening and Managed Lanes has been adequately addressed in the Final EIS. For more information on the No-Action Alternative please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>					

Comments				Responses to Comments
Source: Submittal	Document Number: 346	Last: Mahnen	First: Barbara	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Barbara Mahnen" < Date: Sun, October 19, 2014 9:09 am To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Barbara Mahnen</p> <p>comment_topic: Air Quality,Financing,Preliminarily Identified Preferred Alternative,Visual</p> <p>comments: Expanding I-70 to ten lanes will create even more air pollution in neighborhoods that already suffer from low socio-economic status, air pollution that could contribute to health issues of the people living in those neighborhoods causing significant impact on their health including a significant financial cost which those living in these communities can not afford. Frankly, this project will make poor people more unhealthy and poorer, not what our Denver community needs. Expanding 1-70 is a billion dollar project that taxpayers can't afford and aren't willing to fund. Expanding I-70 to ten lanes will further destroy neighborhoods and makes worse the lives of the people in these neighborhoods from health to economics. An alternative boulevard approach would in these neighborhoods that have been split for over 30 years and increase the health and economic well-being of these neighborhoods. This is the right thing to do with upcoming rail lines winding through these neighborhoods and for the development and growth of the city of Denver that is inclusive of all neighborhoods and people. I recommend that CDOT do an SEIS on the full re-route that includes both I-270 and I-76 prior to proceeding with this project.</p>				<p>A The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The need for widening and Environmental Justice considerations have been adequately addressed in the Final EIS; please see GEN3, EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Taxes will not be raised as a way to pay for this project. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>

Comments

Source: Submittal

Document Number: 480

Last: Malone

First: Jamie

Current Folder: SDEIS Comments Responded to

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jamie Malone"

Date: Wed, October 29, 2014 8:30 am

To: webmastercc@i-70east.com (more)

Priority: Normal

name: Jamie Malone

comment_topic: Other

comments: My concern is that although this project has been discussed for years, it does not seem that CDOT is listening to any concerns of the public. Please re-think this project or at least make some concessions in regards to public wants. Shrinking the foot print of this project is a must - 300+ feet wide is TOO MUCH. Please consider a tiered highway project or looking into and providing a cost estimate for the I-76 Re-route proposal. DO NOT shut down access to York Street as this will only congest Colorado Blvd and Downing Streets even more than now as those will be the only two thoroughfares. I don't believe CDOT has answered any or all questions put forth by the general public or organized groups. This is a HORRIBLE project and the people that it will affect need to be heard. CDOT cannot just make these decisions leaving us to deal with the consequences. Thank you

Responses to Comments

A

CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years, and has modified alternatives based on public input. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT continues to look for ways to reduce the width of the highway through final design. For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B



The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C



For the Final EIS, York Street has been changed to remain a one-way street, however, access to I-70 will be closed. The Steele Street/Vasquez Boulevard interchange will remain open. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.






D

CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years, and has modified alternatives based on public input. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments																
Source: Submittal	Document Number: 372	Last: Mandelson	First: Richard																	
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT<p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10-13-14</u> Would you like to be included on the I-70 East EIS mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Name (required): <u>Richard Mandelson</u> Organization: _____ Address (required): _____ City/State/Zip: _____ Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td><u>Air quality</u></td><td>Environmental justice</td><td><u>Financing</u></td><td><u>Hazardous materials</u></td><td>Historic</td></tr><tr><td><u>Managed lanes</u></td><td>Noise</td><td>Property impacts</td><td><u>Swansea Elementary</u></td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>New Bridge not needed at this time. No need this cost of project render benefits that are commensurate.</u></p><p><u>No need for the addition of managed lanes.</u></p></div></div><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div>						<u>Air quality</u>	Environmental justice	<u>Financing</u>	<u>Hazardous materials</u>	Historic	<u>Managed lanes</u>	Noise	Property impacts	<u>Swansea Elementary</u>	Visual	Preliminary identified preferred alternative	Truck traffic	Other		
<u>Air quality</u>	Environmental justice	<u>Financing</u>	<u>Hazardous materials</u>	Historic																
<u>Managed lanes</u>	Noise	Property impacts	<u>Swansea Elementary</u>	Visual																
Preliminary identified preferred alternative	Truck traffic	Other																		
				<div><div>A</div><div><p>The viaduct must be replaced, and there are no alternatives that have no impacts. For more information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Concerns about Managed Lanes have been adequately addressed in the Final EIS; for information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>																

Comments				Responses to Comments	
Source: Submittal	Document Number: 487	Last: Marciniak	First: Neil		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Neil Marciniak"</p> <p>Date: Wed, October 29, 2014 11:06 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Neil Marciniak</p> <p>comment_topic: Financing,Managed Lanes,Preliminarily Identified Preferred Alternative,Property Impacts,Visual,Truck Traffic</p> <p>comments: I think the preferred alternative is an innovative design that can reconnect two neighborhoods through the park/cap design and push through traffic below grade which should lessen maintenance required with the current viaduct. It seems like the right thing to do but those who are afraid of change will be very vocal against the plan. Great job, can't wait for it to get built.</p>				<div><div>A</div><div>Comment noted.</div></div>	

Comments				Responses to Comments															
Source: Submittal	Document Number: 233	Last: Mares	First: Joe																
<div><div></div><div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><div>Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.</div></div><div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: 9-30-14 Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): Jim L. Mares Sr.</p><p>Organization: Retired from State of Colorado</p><p>Address (required):</p><p>City/State/Zip:</p><p>Email:</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply:</p><table><tbody><tr><td><input checked="" type="radio"/> Air quality</td><td><input checked="" type="radio"/> Environmental justice</td><td><input type="radio"/> Financing</td><td><input type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input checked="" type="radio"/> Property impacts</td><td><input checked="" type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input type="radio"/> Preliminary identified preferred alternative</td><td><input type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td></td><td></td></tr></tbody></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><div><div>A</div><div><p>This information includes all school children and adults in the five mile radius around Purina Corporation @ I-70 & York.</p><p>over →</p></div></div><p>****Continue on back for more space****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div><div><div>A</div><div><p>The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality in the project area, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The Preferred Alternative in the Final EIS does not impact the Purina factory. However, Denver has been coordinating with Purina to reduce the odor by 90 percent. As of now, Purina has replaced 2 of its 6 scrubbers in an effort to reduce the odor.</p></div></div></div>					<input checked="" type="radio"/> Air quality	<input checked="" type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input checked="" type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other		
<input checked="" type="radio"/> Air quality	<input checked="" type="radio"/> Environmental justice	<input type="radio"/> Financing	<input type="radio"/> Hazardous materials	<input type="radio"/> Historic															
<input type="radio"/> Managed lanes	<input type="radio"/> Noise	<input checked="" type="radio"/> Property impacts	<input checked="" type="radio"/> Swansea Elementary	<input type="radio"/> Visual															
<input type="radio"/> Preliminary identified preferred alternative	<input type="radio"/> Truck traffic	<input type="radio"/> Other																	

Comments				Comments			
Source: Submittal	Document Number: 233	Last: Mares	First: Joe	Source: Submittal	Document Number: 233	Last: Mares	First: Joe
 <div style="display: flex; justify-content: space-between; align-items: center;"> <div>STATE OF COLORADO</div>  </div>							
<div style="text-align: right;">Page 1</div> <p>ATTN: Kirk - 9-30-14</p> <p>In reference to all information and material that has been distributed through-out the past 10 1/2 years, a final Highway Solution is becoming available. My concern and as many other residents understand the inevitable situation needed for I-70's Expansion. We all know that with more Traffic emission will rise. So now is the right time to register discouragements pertaining to Purina's unethical obnoxious odor. At the beginning of I-70's meetings a representative for the Purina Corporation (MR Lewis) stated the company would add filters to these stacks, in exchange for not moving the Highway South. Now is the perfect time to apply pressure to this corporation for its unethical odor standards many more out of State people will pass through this new reconstructed Highway and smell these obnoxious odors. Denver has become a beautiful metropolis and what a disgrace to infringe this awful smell to all our new visitors.</p>				<div style="text-align: right;">2nd page</div> <p>Counsel lady Judy Montero for district #9 said that I could not do anything about this issue, because of Purina's strong political pull, ??? Taxes \$15 million yearly. Maybe a lawful citizen petition would result for better air quality surrounding the five mile radius. As for now young and old will continue to breathe this discourage of air quality, depending on which way the wind is blowing.</p> <p>With "Condemnation", Hope the wind blows your way today.</p> <p>This odor causes property "Devaluation" To the Radius. —Please respond—</p>			
<div style="border: 1px solid black; padding: 5px;"> <p>A</p> </div>				<div style="border: 1px solid black; padding: 5px;"> <p>A</p> </div>			
<div style="border: 1px solid black; padding: 5px;"> <p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p> </div>							
<p>****Attach more pages as needed****</p> <p>Thank you for your input</p> <p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p> 				<p>****ADJUNTE MÁS PAGINAS SEGÚN SEA NECESARIO****</p> <p>Gracias por sus aportes.</p> <p>Puede entregar esta forma a un miembro del equipo del proyecto o por correo/e-mail hasta el 14 de octubre del 2014, al: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p> 			

Comments				Responses to Comments			
Source:	Submittal	Document Number:	403	Last:	Markwirth	First:	Oliver
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Oliver"</div> <div>Date: Sat, October 25, 2014 7:33 am</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div><div>A</div><div>name: Oliver Markwirth</div><div>comment_topic: Managed Lanes</div><div>comments: I used to live in Dallas, Texas for twenty years and had watched Texas Department of Transportation rebuilt many highways and interchanges in Dallas as well as other cities, namely Fort Worth and Houston. One feature that I loved so much is 'Texas U-Turn' or 'Texas Turnaround, which is effectively one lane frontage road built on each side of intersecting street. This feature allows the drivers turn left twice onto the opposite frontage road without waiting for traffic lights. This is as to access the business on opposite side of the highway.</div></div>							

Comments				Responses to Comments	
Source: Submittal	Document Number: 902	Last: Marshall	First: Jill		
<div><div>From: "Jill L Marshall" <> Subject: Re: I-70 EAST EIS - SDEIS COMMENT FORM Date: Tue, October 21, 2014 8:44 pm To: webmastercc@i-70east.com,contactus@i-70east.com</div><div><div>name: Jill L Marshall address: city: Denver state: Colorado zip_code: 80211 phone:</div><div>comment_topic: Air Quality,Hazardous Materials,Historic,Property Impacts</div><div><div>A</div><div>comments: Hello, I am opposed to rebuilding I70 through Denver. This is the age of new urbanism. Denver is a v brant city and needs to progressively rebuild the Swansea, Elyria and Globeville neighborhoods. A major freeway bisecting the city was a mistake 50 years ago and now is the time to remedy it. It is a waste of money to rebuild I70. Money would be much better spent rerouting the traffic to 270 and I76. The historic inner city would be revitalized, property values would sky rocket. I70 is a major polluter. There are many elementary schools near I70 where children are being gassed with fumes from automobiles every day. Look at cities like San Francisco and Milwaukee, besides others, where freeways have been removed with quite positive results for the cities. Denver would be far better off and would move forward in greatness with I70 being removed, rather than rebuilt.</div><div>=====</div><div></div></div></div></div>				<div><div>A</div><div>There are no alternatives that have no cost. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>As discussed in detail in the Final EIS, all of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality with the Preferred Alternative near Swansea Elementary School, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments			
Source:	Public hearing transcript	Document Number:	259	Last:	Martinez	First:	Marcella
<div><div>A</div><div>I have almost the same opinion only—only because if it would go underground, my house would be right on top of the highway, right next to it. And they said that they were going to build a big, old cement wall and you won't be able to see nothing across, you know, or anything. And I would rather for them to leave it the way it is. Tear it down and fix it. Do something, you know.</div></div>				<div><div>A</div><div>The viaduct must be replaced, and there are no alternatives that have no impacts. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>			

Comments				Responses to Comments	
Source: Submittal	Document Number: 315	Last: Martinez	First: Wilma		
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Wilma Martinez"</div> <div>Date: Sat, October 11, 2014 12:54 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Wilma Martinez</div> <div><div>A</div><div><div>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Truck Traffic</div><div>comments: Alternative is better period</div></div></div>				<div><div>A</div>Comment noted.</div>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 050	Last: Marvez	First: Sarah	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Sarah Marvez"					
Date: Mon, September 15, 2014 7:36 am					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Sarah Marvez					
comment_topic: Air Quality,Environmental Justice,Financing,Historic,Managed Lanes,Preliminarily Identified Preferred Alternative,Property Impacts,Other					
comments: I am writing to voice my concern with the current I-70 East proposals. I believe the following issues are substantial and have not been adequately addressed by any of the proposed plans: 1. Social Justice - I am concerned that widening I-70 through Globeville and the Elyrea and Swansea neighborhoods will further reduce the quality of life for the residents in this area. The quantity of homes, businesses and land that will be taken, combined with increased air pollution and continued lack of connectivity to surrounding areas is a high price to pay, and for the residents of this area will be disproportionate to the benefit they will see from the highway expansion. The idea that these neighborhoods will give up more houses, businesses, historic districts and parks in part to provide toll lanes so wealthier motorists can bypass traffic is unacceptable. 2. Financing - the cost of the project is substantial and I have concerns about money being diverted from statewide projects to fund the I-70 expansion. 3. Future Expansion - In my neighborhood I-70 is sandwiched between Berkely Lake and Willis Case Golf Course, two City of Denver Parks. I do not see how future expansion of the highway (to match the proposed expansion to the east) in this part of town can be accommodated without taking public parkland, which would be highly unacceptable to residents in this area. 4. I do not believe the widening of the interstate highway system supports the long term vision for our city. I believe an alternative approach should be studied, including re-routing through traffic on I-70 onto I-76 and I-270. This alternative would include the Boulevard approach along 46th avenue and the strengthening of the city grid in these areas to support increased travel. I also believe study should be give to alternate modes of transportation, including bus, train, bike and pedestrian to reduce local demand on the interstate highway system.					
A	CDOT recognizes that the project passes through environmental justice neighborhoods and has provided adequate analysis for Environmental Justice in the Final EIS. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. As discussed in detail in the Final EIS, all of the alternatives evaluated will experience significant reductions in emissions for most health-related pollutants, even with increases in VMT. For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Connectivity and the identification of the Managed Lanes Option as the preferred option have been adequately addressed in the Final EIS; please see PA1, PA2, PA7, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
B	CDOT must replace the I-70 viaduct. The viaduct accounts for over 60 percent of the States bridge deck area that needs to be replaced or repaired. CDOT will retain approximately 50 percent of their bridge enterprise funding for other bridge projects. The new roadway will not be on a bridge and would not require the same amount of maintenance in the future as would be required if we replaced the viaduct. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
C	CDOT has no current or future plans to widen I-70 west of the I-25/I-70 interchange in Denver. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
D	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Consideration of multi-modal forms of transportation and walkability and bicycle route improvements have been adequately addressed in the Final EIS; please see TRANS1 and TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				

Comments				Responses to Comments	
Source: Submittal	Document Number: 625	Last: Masi	First: Sarah		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Sarah Masi"</p> <p>Date: Fri, October 31, 2014 4:42 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Sarah Masi</p> <div><div><div>A</div><div></div></div><div><div>B</div><div></div></div><div><div></div><div>comment_topic: Air Quality,Property Impacts,Swansea Elementary</div></div><div><div></div><div>comments: The Colorado Department of Transportation (CDOT) is proposing to double the width of I-70 through north-central Denver by going from the current six lanes to ten. This proposal not only has serious consequences for the people of Denver and Colorado but is particularly detrimental to the people of the neighborhoods near the freeway: Globville, Elyria and Swansea. Moreover it is unnecessary, is too expensive. 50 people will lose their homes, an elementary school will lose its playground and neighborhoods that are finally starting to see some property value increases will be completely wiped out.</div></div></div>				<div><div><div>A</div><div></div></div><div><div>B</div><div></div></div><div><div></div><div>Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. For information on the Environmental Justice communities identified in the comment, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div></div><div>The need for 10 lanes and the project funding strategy have been adequately addressed in the Final EIS; please see GEN3 and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div></div><div>CDOT will provide \$2 million in funding to develop affordable housing units in the Elyria and Swansea Neighborhood through available programs. For information on relocation and the replenishment of housing stock in the impacted neighborhood, please see PROP2, PROP3, and PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div></div><div>The amenities and design of the cover—such as playgrounds and sports fields— will be based on community input and needs. For information on the features of the Preferred Alternative highway cover, please see PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div><div><div></div><div>Project mitigation includes the reconstruction of Swansea Elementary School’s playground. For information on mitigation for Swansea Elementary School, please see IMP1 and IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 699	Last: Mauro	First: Joseph	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Joseph Mauro"</div><div>Date: Fri, October 31, 2014 11:49 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div><div>name: Joseph Mauro</div><div><div><div>A</div><div>B</div></div><div><div>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Property Impacts</div><div>comments: Without repeating all of the valid points raised in the October 15, 2014, American Planning Association (APA) White Paper, I will comment that I share ALL of these reasonable and significant concerns regarding the Colorado Department of Transportation (CDOT) I-70 reconstruction proposal. Despite CDOT assurances that homeowners in the affected areas will be treated fairly, I continue to have serious concerns that economic justice will not prevail and less than adequate provisions will be made for the scores of homeowners who will be displaced. CDOT's refusal to consider the I-76/270 re-routing alternative is very troubling and suggesting that this will "cost at least twice as much" without completing a full study is irresponsible and disingenuous. I am very concerned as a tax payor and as a person living just south of the I-70 project area that CDOT has not done the expected due diligence needed to assure this project is considering the next 25-50 years of impact on the neighborhoods, the city of Denver, Adams and Denver counties and the region.</div></div></div></div> <div><div><div>A</div><div>B</div></div><div><div>Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. For information on Environmental Justice considerations and displacement of residents, please see EJ1, EJ2, EJ3, and PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The APA declined to submit their review for comment on the EIS. For information on CDOT’s use of the American Planning Association’s Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>					

Comments				Responses to Comments	
Source: Submittal	Document Number: 776	Last: May	First: Bob		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Bob May"</p> <p>Date: Fri, October 31, 2014 9:39 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Bob May</p> <p>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative</p> <p>comments: CDOT claims that it studied the I-270/I-76 reroute and determined that the reroute would cost more than the current cut and cover. Cynthia Thorstad from the League of Women Voters did a financial comparison of the two routes, using CDOT numbers with review and input from subject matter experts. Thorstad's report found that CDOT had double-billed improvements to the I-270 leg and that the cost-per-mile for the reroute was considerably higher than corresponding costs for similar projects. The fact that CDOT already owns the right of way for I-270 apparently was not used. The ONLY way that this issue can be resolved is to create an SEIS for the reroute and compare apples to apples, etc. Experts have gone on record that this additional SEIS could be done in 12 months for a cost of about \$1,000,000.00.</p>				<p>A CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. These cost estimates were verified by outside agencies. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 778	Last: May	First: Bob		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Bob May"</p> <p>Date: Fri, October 31, 2014 10:00 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Bob May</p> <div><div>A</div><div>comments: COMMENT 2: CDOT claims that the current I-70 expansion plan has been under development since 2008. I have been attending "most" of the public meetings on this matter for the last 18 months, including the City Council meetings, the NDCC meetings and various "public input" meetings in Swansea. When I raised questions about the I-270/I-76 reroute, no CDOT or City or contractor representative was able to discuss it, understandably so, because of lack of knowledge. However, CDOT and the City representatives both claimed that the reroute was rejected because of cost. How is it that no one is knowledgeable about the reroute but it was rejected because of cost? To date, no government representative has made public ANY DETAILED COST ANALYSIS OF THE REROUTE. If the current CDOT plan is to gain acceptance of the community, it MUST BE PROVED BETTER THAN THE ALTERNATE ROUTE. Please show us, in a minimum number of charts that are properly labeled, what factors were used in the comparison and who made the final decision to disregard the reroute.</div></div>				<div><div>A</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments			
Source:	Submittal	Document Number:	779	Last:	May	First:	Bob
Current Folder: SDEIS Comments Responded to							
<div>Welcome: contactus@i-70east.com</div>							
Re: I-70 EAST EIS - SDEIS COMMENT FORM							
From: "Bob May"							
Date: Fri, October 31, 2014 10:11 pm							
To: webmastercc@i-70east.com (more)							
Priority: Normal							
name: Bob May							
comment_topic: Other							
comments: Comment 3: The current CDOT plan for I-70 has been under development since 2008. Please explain why so many CURRENT design decisions are made in reaction to new community concerns. Why is there still no SINGLE plan recommended by CDOT? How are we supposed to make specific comments about the SEIS when so many variables are still under discussion, e.g., access lanes on one or both sides. One cap or two caps? Why no cap forced ventilation? What happens in a stop and crawl traffic jam?							

Comments				Responses to Comments			
Source:	Submittal	Document Number:	784	Last:	May	First:	Bob
Current Folder: SDEIS Comments Responded to							
Welcome: contactus@i-70east.com							
Re: I-70 EAST EIS - SDEIS COMMENT FORM							
From: "Bob May"							
Date: Fri, October 31, 2014 10:19 pm							
To: webmastercc@i-70east.com (more)							
Priority: Normal							
name: Bob May							
A		comment_topic: Financing,Other					
		comments: Comment 4: There is a rumor floating around that Denver City/County will get \$250 Million to spend as it pleases. Is there any basis of truth to this rumor? Is there some number other than \$250 Million? If so, what are the facts? Where will the money come from and how will it be allocated?					



Comments				Responses to Comments
Source: Submittal	Document Number: 871	Last: May	First: Bob	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Bob May"</p> <p>Date: Wed, October 29, 2014 1:08 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Bob May</p> <div><div>A</div><div><p>comment_topic: Air Quality,Noise,Truck Traffic,Other</p><p>comments: Hello, I am fully aware of the significance of sending this request to all the parties listed. This is not a standard form letter. It is my personal statement asking you to become involved in giving equal consideration to the "Alternative Plan" that uses I-270 and I-76 to route through traffic around the North Denver communities. I am concerned that CDOT appears to be locked in to its current plan for widening I-70 east of I-25. The numbers I have seen indicate that the children of Swansea school will be subjected to even higher noise levels and higher pollution than they are now. I use the Waste Management recycling facility up off Washington, north of I-70. Getting there, starting from Colorado Avenue, is a nightmare! The big semi's impede the right lane when they enter I-70. During the noontime period, drivers in general seem to speed up to not let you get in front of them because lane space is so limited. If many (most?) of the trucks were to use the alternative route, the current I-70 path would be for local access into the city. Also, the traffic coming from the east and then heading south on I-25 frequently stops because of all the congestion in that area. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I would think that CDOT would welcome a comparison to the alternative route. If the current plan is recommended through independent evaluation, that's a feather in the CDOT cap. My impression is that the construction costs of the alternative route would be less than the current plan and the construction time for the alternative would be less as well. Let's have a fair and open discussion and may the best plan win!</p></div></div>				<div><div>A</div><div><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>Impacts and benefits to the Elyria Swansea Neighborhood and Swansea Elementary School, including truck traffic, have been adequately addressed. For information on the benefits of the highway cover, including air quality and noise at Swansea Elementary School, please see PA1, PA4, IMP4, IMP8, AQ3, AQ5, AQ7, and TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>

Comments				Responses to Comments	
Source:	Submittal	Document Number:	079	Last:	Mays
			First:	Doris	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Doris Mays"</p> <p>Date: Fri, September 19, 2014 6:43 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Doris Mays</p> <p>comment_topic: Other</p> <p>comments: CDOT has not exhibited much reliability in the upkeep of landscaped areas around the highways. What assurance do we have that the "landscaped cover" over the highway between Columbine and Clayton streets will not be neglected?</p>				<p>A CDOT is working with Denver and DPS to develop agreements for shared use on the cover and long-term operations and maintenance of the cover. For information on the maintenance of the Preferred Alternative highway cover, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 018	Last: McCaffrey	First: Erin		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM From: "Erin McCaffrey" Date: Wed, September 3, 2014 9:04 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Erin McCaffrey</p> <p>comment_topic: Air Quality,Environmental Justice,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary</p> <p>comments: There is a need to study removing the highway from the neighborhood and rerouting traffic- this is huge! Why has that option not been further explored? This project will result in increased air pollution and health risks to children, as well as increased noise pollution. The impacted neighborhoods do not need further damage from widening the highway.</p>				<div><div>A</div><div>The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div></div><div>Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives considered, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>B</div><div>All alternatives require additional width in the viaduct area including No Action. For information on the No-Action Alternative and the need to widen the highway, please see ALT1 and GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source: V	Document Number: 251	Last: McCaffrey	First: Erin		
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Erin McCaffrey"					
Date: Thu, October 9, 2014 8:04 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Erin McCaffrey					
comment_topic: Air Quality,Environmental Justice,Financing,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic					
comments: Why would we want to increase pollution even further in the EPA impact zone of I-70 from Harlan to Central Park Blvd. when there are 11 schools within that zone? This project will consume an incredible amount of money. Why aren't more cost effective alternatives being considered? Why was the full re-route that is on both I-270 & I-76 not studied as a part of this SEIS? It would be wonderful if a re-route meant our neighborhoods would be more geographically united and environmentally better off. That is a win for all homeowners and families in the "EPA impact zone."					
A				A The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
B				Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives considered, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				B The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	

Comments				Responses to Comments	
Source: Submittal	Document Number: 160	Last: McCain	First: Kyle		
<p>Current Folder: SDEIS Spreadsheet</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Kyle McCain"</p> <p>Date: Wed, September 24, 2014 6:27 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Kyle McCain</p> <div><div><div>A</div><div>B</div></div><div><div>comment_topic: Managed Lanes</div><div>comments: How far to the managed lanes go to? Sorry, I am having trouble seeing this. Do they go all the way Tower Road? Right now I-70 is four lane between Central Park and past Peoria. If there are going to be 3 general purpose lanes all the to Tower Road, does this mean a current general purpose is lane being eliminated between Central Park and 225? It seems CDOT sure is adding a lot of toll roads recently. There is US 36 between Boulder and Denver, the Twin Tunnels, and now this. Why can't the I-70 East Project be financed like the T-REX project of I-25?</div><div>Thanks</div></div></div>				<div><div><div>A</div><div>B</div></div><div><div>The number of free lanes on I-70 remains the same. Between Central Park Boulevard and I-225 the four general-purpose lanes will remain. Two managed lanes in each direction will be added from Brighton Boulevard to Tower Road. See Chapter 3, Summary of Project Alternatives of the Final ES for description and section Chapter 8 , Phase Project Implementation of the Final EIS for phasing.</div><div>The TREX Project was primarily funded by a bond issuance. The 2009 FASTER legislation established two enterprises within CDOT with the authority to issue bonds: the High Performance Transportation Enterprise and the Colorado Bridge Enterprise. Given the size of the bond issuance necessary to fund the I-70 East project, revenues from the Bridge Enterprise are the only funding source available to support such a bond. CDOT also is limited to the amount of the project that is eligible for Bridge Enterprise funding. For more information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>	

Comments				Responses to Comments																
Source: Submittal	Document Number: 173	Last: McGee	First: Mary L.																	
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT<p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>9-25-14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No Name (required): <u>Mary L McGee</u> Organization: _____ Address (required) _____ City/State/Zip: _____ Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td><u>Air quality</u></td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td><u>Managed lanes</u></td><td><u>Noise</u></td><td><u>Property impacts</u></td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td><u>Preliminary identified preferred alternative</u></td><td><u>Truck traffic</u></td><td><u>Other</u></td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>Air quality- I myself have breathing difficulties. I have Asthma & am on Oxygen. The emissions put out from the traffic on I-70 & Manna-Pro, Purina & Pilot do have an effect on my wellbeing. I have lived here ALL my life & my health has been on a decline since I-70 has been built. (I am 58 yrs old) Every single day there is dust & grit in the house & on the cars from all this. The constant flow of traffic is just annoying as hell. The continuous noise of traffic from I-70, especially at night, is unacceptable. If we want to watch television at night with the windows open for fresh air, we have to turn the sound way up just to hear it because of the sounds</u></p><p>***CONTINUE ON BACK FOR MORE SPACE***</p></div></div><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div>					<u>Air quality</u>	Environmental justice	Financing	Hazardous materials	Historic	<u>Managed lanes</u>	<u>Noise</u>	<u>Property impacts</u>	Swansea Elementary	Visual	<u>Preliminary identified preferred alternative</u>	<u>Truck traffic</u>	<u>Other</u>			<div>A Concerns about air quality and health, noise, and the need for widening have been adequately addressed in the Final EIS; please see GEN1, IMP3, AQ1 and AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>
<u>Air quality</u>	Environmental justice	Financing	Hazardous materials	Historic																
<u>Managed lanes</u>	<u>Noise</u>	<u>Property impacts</u>	Swansea Elementary	Visual																
<u>Preliminary identified preferred alternative</u>	<u>Truck traffic</u>	<u>Other</u>																		

Comments

Source: Submittal

Document Number: 173

Last: McGee

First: Mary L.

Responses to Comments



A

of the traffic on the highway! You say you want 10 lanes of traffic to ease traffic congestion. Take a look at I-25 ~~in~~ in South Denver! You widened the Narrows for basically the same reason - but traffic along that portion of the highway is not any ~~less~~ less congested now than it was BEFORE you widened it. ~~What~~ What about water drainage from

B

widened it. ~~What~~ What about water drainage from rain & melting snow? Where is the water going to go? How will CDOT handle the snow & ice we get in the winter months? 10 lanes of traffic between Washington St & Colorado Blvd? That's all fine & good but what happens As you approach Colorado? That in itself will cause a bottleneck & Congestion which you are going to have no matter what is done!!

C

I agree something needs to be done about I-70. It's been in such disrepair for many years but to make it a 10 lane highway for about 3 miles is a little bit ridiculous. I could see 8 lanes but not 10 lanes. I would actually like to see I-70 moved! To Commerce City! Along side 270! We, the People that live along this proposed section of I-70, are split as to this decision CDOT has made in our favor but the way I see - no matter what ANY of the residents say - CDOT has ALREADY made the choice for us!! Some Kind of Democracy we have!!

D

Where is the funding for this project coming from? Will it be funded by independent out-of-Country mega Corporations like that of US 36? I have been told that you will buy the homes around 170 new windows - where's that money coming from?

E

Who's gonna pay for that? I DON'T like the idea I may ~~lose~~ ^{have to} lose my life long home & move. I'm on SSI & can't afford much, let alone be able to buy a new home! I sit on my front porch & watch the traffic on I-70 & even now I see the congestion, primarily from the cars trying to get on the highway. I figure if you eliminate on coming traffic, you eliminate the congestion.

Thank you for your input.

Thank you for your input.

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com



B The project design will accommodate drainage, snow removal, and emergency vehicle access. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The widening of I-70 as a result of this project extends from Brighton Boulevard to Tower Rd approximately 12 miles. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.



The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.


D The costs for the project have been adequately addressed in the Final EIS. For information on the project funding strategy, please see FUNDS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

There are several teams interested in building and financing this project. Some are US firms and some are international. A team has not been selected to complete the project. For information on foreign companies' investment limitations, please see FUND1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E CDOT will provide comparable replacement housing that is decent, safe, and sanitary and within the residents' financial means, before any residents will be required to move. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment O.

Comments				Responses to Comments			
Source:	Public hearing transcript	Document Number:	257	Last:	McGee	First:	Mary
A	I guess what I want to say is that if I had my preferences, I would prefer them to not rebuild the highway, not in the proposed capacity. To me, 10 lanes of traffic through a populated area is a bit ridiculous. I've lived here my whole life. I'm 58 years old. I was born in the house I live in. I would prefer to die in the house that I live in. With this coming, I don't see how that will happen. I was alive when I saw them build I-70 back in the '60s. To me, I was a kid and it was fun. But now it's just not very good.						
B	The highway itself, the emissions from the traffic from the trucks, from the cars, from whatever motor vehicles going east and west on the highway is kind of detrimental a little to my health. I'm on oxygen. There's particulates, small grains of grit, sand, dirt, whatever you want to call it, in my house all the time. It's all over the cars. Like I said, I've lived here my whole life, and I put up with it, but I think adding more traffic it is going to just increase it.						
C	I don't want to lose my home, not because of that. And right now I'm not able to purchase another home. If they have to rebuild the highway, I would prefer them to rebuild the elevated portion without the covered nonsense, whatever they want to call it, without that revision. It needs to be done, but going to that extreme to me is just ridiculous and time-consuming, costly to the taxpayers, myself included. I just—I don't want it, period. That's all I have to say.						
A	The proposed 10 lane configuration is based on adequate traffic analysis. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
B	The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on mitigating fugitive dust during construction, air quality and health, please see IMP7 and AQ3 through AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
	To reduce impacts from dust and noise during construction, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard, CDOT will provide interior storm windows and two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction. The mitigation costs are included in the total cost of the project.						
C	CDOT will provide comparable replacement housing that is decent, safe, and sanitary and within the resident’s financial means, before any residents will be required to move. For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						

Comments				Responses to Comments																
Source: Submittal	Document Number: 373	Last: McGinley	First: Susan																	
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>1-26-14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p><p>Name (required): <u>Susan J. McGinley</u></p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td><u>Financing</u> !!</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td><u>Property impacts</u></td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td><u>Preliminary identified preferred alternative</u></td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>Your #'s are way high on using I-270 as an alternative route. Shame on you in padding the numbers for that alternative (4 very viable) idea.</u></p><p><u>I couldn't say it better than Auditor Dennis Gallagher (see attached) ANI! The gentlemen who call the 10 lanes whatever I-70 idea "the longest widest Lappool ever built."</u></p><p><u>Stupid plan & Denver doesn't need it</u></p><p>***CONTINUE ON BACK FOR MORE SPACE***</p></div></div><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p></div>					Air quality	Environmental justice	<u>Financing</u> !!	Hazardous materials	Historic	Managed lanes	Noise	<u>Property impacts</u>	Swansea Elementary	Visual	<u>Preliminary identified preferred alternative</u>	Truck traffic	Other			<div>A</div> <div>CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.</div>
Air quality	Environmental justice	<u>Financing</u> !!	Hazardous materials	Historic																
Managed lanes	Noise	<u>Property impacts</u>	Swansea Elementary	Visual																
<u>Preliminary identified preferred alternative</u>	Truck traffic	Other																		

Comments				Responses to Comments
Source: Submittal	Document Number: 373	Last: McGinley	First: Susan	
<div></div> <div>DENNIS GALLAGHER'S</div> <div>TOP 10 REASONS TO STOP 10</div> <div><div><div>B</div><div>C</div><div>D</div><div>E</div><div>F</div><div>G</div><div>H</div><div>I</div><div>J</div><div>K</div></div><div><div>10. Expanding I-70 to ten lanes will obliterate fully a third of the homes in Elyria.</div><div>9. Expanding I-70 to ten lanes means denying Environmental Justice to the people of Globeville, Elyria and Swansea.</div><div>8. Expanding I-70 to ten lanes does nothing to address the damage already done to the neighborhoods by the original construction of I-70.</div><div>7. Expanding I-70 further destroys those neighborhoods and makes worse the lives of the people</div><div>6. Expanding I-70 to ten lanes in reality means building two freeways: the existing six lanes plus another four unnecessary for-profit toll lanes (so-called Lexus Lanes) that benefits private companies at the public's expense</div><div>5. Expanding I-70 to ten lanes will create even more air pollution, add more greenhouse gasses to the atmosphere and make climate change even worse.</div><div>4. Expanding I-70 to ten lanes applies 20th Century thinking to 21st Century transportation needs.</div><div>3. Expanding I-70 to ten lanes means making the negative health consequences in these neighborhoods – already the worst in the city – even more deadly.</div><div>2. Expanding I-70 to ten lanes means disregarding all current transportation models, statistics and needs and relies on out-dated, eleven-year old data.</div><div>1. Expanding I-70 to ten lanes is a Billion Dollar Boondoggle that Colorado taxpayers can't afford.</div></div></div>				<div><div><div>B</div><div>C</div><div>D</div><div>E</div><div>F</div><div>G</div><div>H</div><div>I</div></div><div><div>Please note, the Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units out of approximately 1800 household units in Elyria/Swansea. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Environmental Justice was adequately addressed in the Final EIS. For information on impacts to the Environmental Justice communities, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The cover for the highway was developed to mitigate the adverse impacts to the Elyria and Swansea Neighborhood and to restore and enhance neighborhood cohesion, which was disrupted decades ago by the original I-70 construction in the 1960s. For information on the highway cover and the need for 10 lanes, please see GEN3, PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The inclusion of the highway cover with an urban landscape and a community space helps achieve some broader community goals of livability, quality schools, and safe streets along with supporting the existing communities along the corridor. For information on the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Managed Lanes are proposed for I-70 East strictly as a traffic management strategy, not to generate revenues or to use as part of a public-private partnership. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>The MSAT and NAAQS air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For MSATs, the analysis showed that the I-70 East project will have a minimal effect on annual emissions within the study area (see Exhibit 5.10-21 of the Final EIS). For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Comment noted. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>
Sensible Transportation Options Pose (STOP) 10 * stop10.com * Dennis Gallagher, Chairman * Alan Gasi, Treasurer				<div>Responses continue on the following page.</div>

Comments				Responses to Comments			
Source:	Submittal	Document Number:	373	Last:	McGinley	First:	Susan
<div>This side intentionally left blank.</div>				J		Forecasting for this project was done using the 2035 DRCOG trip-based “Compass” travel demand model. The Focus model was adopted by DRCOG in February 2015, well after the completion of the Supplemental Draft EIS and even after the start of the Final EIS process. For information on traffic forecasting and modeling, please see TRANS5, TRANS6, and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	
				K		Taxes won’t be raised to pay for this project. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.	

Comments				Responses to Comments	
Source: Submittal	Document Number: 306	Last: McGinn	First: Jenni		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "jenni mcginn"</p> <p>Date: Wed, October 8, 2014 9:03 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: jenni mcginn</p> <div><div>A</div><div><div>comment_topic: Property Impacts</div><div>comments: I would like to know the potential impacts to property owners and boundaries of homes effeced.</div></div></div>				<div><div>A</div><div>The Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units and 18 businesses (including one non-profit organization). For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and Section 5.5, Relocation and Displacement, of the Final EIS for more information. For information about a specific property, please contact a project staff at contactus@i-70east.com</div></div>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	552	Last:	McGuire
				First:	Nancy
Current Folder: SDEIS Comments Responded to					
<div>Welcome: contactus@i-70east.com</div>					
<div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Nancy McGuire"</div><div>Date: Thu, October 30, 2014 8:38 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div>					
<div>name: Nancy McGuire</div> <div>comment_topic: Air Quality,Environmental Justice,Financing,Historic,Noise,Property Impacts,Other</div> <div><div><div>A</div><div>comments: I would suggest reassessing the plan to widen I-70 (EIS plan). This plan would not be approved until 2015 and construction most likely would not begin until 2016. There is much to consider and alternative ideas have been expressed. Reassessing would only delay action for another year or so. The safety of the viaduct is not a concern because in 2011 the CDOT spent 24 million on repairs which provided 10-15 years of life for the structure. So, the following are my considerations. 1. Most importantly, residents of Elyria, Swansea and Globeville will be displaced by EIS. Their communities, rich in history and tradition, will experience a fracture that will be life-changing. Many decades ago, they were confronted with the building of I-70. Due to I-70's air pollution, asthma and cardiovascular diseases are 40-50% higher in these areas than in the general Denver population. Particulate matter (the most harmful) will be increased by this new project, along with 30% more traffic. The city cannot give the owners the true value for their homes and businesses that will be destroyed. And real estate experts have predicted that property values will go down 24% if this project is completed. 2. Some think that EIS will help relieve traffic congestion on I-70. According to the CDOP the purpose of this project is not to relieve congestion. The purpose is to provide a reliable trip for people in the toll lanes. This leads me to think that those who can afford the toll price will have a more comfortable ride, while others experience the same old congestion problems. One thing to consider is that the new Light Rail, traveling from DIA to downtown, will alleviate quite a bit of congestion and the city can look at alternative modes of travel to deal with this issue. As a city, we can move ahead to safer environmental solutions, instead of encouraging more car traffic. 3. The Re-Route to I-270/76 Plan is one alternative. This plan would create less displacement, cost less, be beneficial to traffic coming-in from other cities and states and promote revitalization of businesses and communities along the route. In 2013, this plan was presented to the communities that would be most impacted by changes in I-70. However, the full re-route was not presented and valuable information was not available. It's time to repeat this effort and give the full picture. Visionary architects who support the re-route plan have given their perspectives, encouraging development of Elyria, Swansea and Globeville that will benefit the people: replacing the many dead-end streets that tend to divide the community, creating a new boulevard that will act as a main street/community connector and also serve as a bridge to downtown Denver. The potential and possibilities could be very exciting for Denver----and the surrounding communities.</div></div><div><div>B</div></div><div><div>C</div></div></div>					
<div><div>A</div><div>The sufficiency rating of the viaduct was 44 out of a possible 100, which is considered structurally deficient, functionally obsolete, and in need of replacement, as described in the 2008 Draft EIS. Following two rehabilitation projects completed on the viaduct in 2011, this rating has increased to 62, which extends the useable lifespan of the structure an additional 10 to 15 years. The sufficiency rating remains 62 since the last inspection in September 2014.</div></div> <div><div></div><div>The concerns about property impacts and displacement of residents, the benefits of the Preferred Alternative highway cover, and air quality and health have been adequately addressed in the Final EIS. Please see PROP2, PA1, PA2, and AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q for more information.</div></div> <div><div>B</div><div>The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. Connectivity and impacts to Swansea Elementary School are adequately addressed in the Final EIS. For information on the project’s purpose, please see GEN1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div></div><div>All planned and programmed transportation and transit improvements including the East Corridor commuter rail line have been considered and accounted for in the traffic modeling of this project. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div></div><div>The managed lanes included in the preferred alternative provide reliable trip times for all users of the facility, including transit and HOV. It is anticipated that the managed lane(s) will include HOV users, but these details will be determined at a later stage of the project. For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>C</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>					

Comments				Responses to Comments	
Source: Submittal	Document Number: 537	Last: McHugh	First: Cathleen M.		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Cathleen M. McHugh"</p> <p>Date: Wed, October 29, 2014 7:01 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Cathleen M. McHugh</p> <p>comment_topic: Property Impacts</p> <p>comments: CDOT reports that "53 residences and 21 businesses will be acquired by the Partial Cover Lowered Alternative. CDOT will follow all federal and state regulations that require payment for properties based on fair market value and for the relocation of residents displaced by the project". We know that this can be very misleading, since the fair market value of property adjacent to an interstate highway, which must be sold, is certainly much lower than those amounts which will be needed to replace the businesses, homes and apartments which are purchased. Also, where will those citizens who own businesses and residences find affordable areas to establish new businesses and residences? Relocating businesses will eliminate the clientele which the businesses have served. Will they survive long enough to develop a new clientele? Will there be enough potential clients for the relocated businesses to survive? Will families be disrupted by forcing some family members to move while relatives remain? Will support systems remain while residents supported move? Will the relocated residents find new support systems? Because you can't possibly answer these questions, I would strongly recommend finding another option than widening I-70. The "loop option" would solve these problems.</p>				<p>A Please note the Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units and 18 businesses (including one non-profit organization). For information on the Preferred Alternative's property impacts and displacement of residents and businesses, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and Section 5.5, Relocation and Displacement, of the Final EIS.</p> <p>Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives to relocate I-70, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments
Source: Submittal	Document Number: 228	Last: McHugh	First: Jeana	
Current Folder: SDEIS Comments Responded to				
Welcome: contactus@i-70east.com				
Re: I-70 EAST EIS - SDEIS COMMENT FORM				
From: "Jeana McHugh"				
Date: Fri, October 10, 2014 12:02 pm				
To: webmastercc@i-70east.com (more)				
Priority: Normal				
name: Jeana McHugh				
<div>A</div> <div>B</div> <div>C</div> <div>D</div>	comment_topic: Air Quality,Property Impacts,Visual			
	comments: I am commenting about the I-70 expansion. I, as well as everyone I have spoken to about the subject, am completely against this expansion. The research has not been done as to alternatives and the effects have not been honestly discussed. First of all, this expansion has the potential to ruin the lives of many people who don't even have any idea that this is coming. People who buy houses next to the freeway don't this because it is their ideal location, they do this because they have no other financially viable option. Looking at the history of expansions such as these, the families will not receive the full amount for their houses. We are also not talking about families with plenty in their savings to start over. Buying a new home costs a lot money beyond the new mortgage and they simply do not have that. The worst part is that these families have no idea that it is coming, and there has been no effort to inform them. I attended a town hall meeting in one of the n! neighborhoods and the attendance was very small. Even if they heard and tried to inform themselves, unless they are literate in English, which many are not, there is very little information on the CDOT website. 90% of the "Spanish" webpage is in English! Is this a joke!!! Another effect that has not been addressed is the environmental impact. There is plenty of research as to the health concerns of living near a freeway and with the expansion these will only get worse. There are alternatives! For example, rerouting I-70 through industrial neighborhoods via I-76 and I-270. The research done into the viability of this option are limited to none. It is irresponsible and negligible to move forward with the idea that is cheaper and easier in the moment. Someone needs to look to the future. What is the plan after the expanded roads are big enough to hold traffic? Is the plan to just take out another block? Because I don't think anyone would argue traffic will lessen in the next 50 years. CDOT needs to be held accountable for their actions! Your job to to make improvements in the best interests of the citizens of Colorado and in pushing forward with the expansion of I-70 you are simply not.			<div><div>A</div><div>B</div><div>C</div><div>D</div></div> <div><p>More than 90 alternatives have been considered during the EIS process, including alternatives that realign and reroute I-70, an alternative to avoid the environmental justice community of Elyria and Swansea, and an alternative that used local networks. For details on impacts and mitigation, please see Chapter 5 of the Final EIS.</p><p>The Fifth Amendment of the U.S. Constitution provides that private property may not be taken for a public use without payment of just compensation. The Uniform Act was created to provide for and ensure that just compensation for government-acquired land is applied “uniformly.” CDOT requires Uniform Act compliance on any project for which it has oversight responsibility, regardless of the funding source. For information on the Preferred Alternative’s property impacts and displacement of residents and CDOT’s effort to reach out to them, please see PROP2, OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>To encourage public participation and to make the meetings accessible for the general public, all public meetings have been held at ADA-accessible locations in nearby neighborhoods including, but not limited to, Elyria and Swansea, Commerce City, Aurora, and Northeast Park Hill. Food, childcare, and Spanish translation also have been provided at all of CDOT’s public meetings. For information on Environmental Justice considerations and CDOT’s public involvement, please see EJ1, EJ2, EJ3, OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA’s health-based standards for these pollutants. For information on air quality and health, please see AQ1 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>CDOT agrees that we can no longer build our way out of congestion. In fact, that is a main reason the Department is proposing to make the new lanes on I-70 East managed or tolled lanes with congestion pricing. These managed lanes give CDOT the ability to manage congestion over time, providing the guarantee of a congestion-free ride even as highway volumes increase. Further, managed lanes can encourage carpooling and transit use and enable more reliable and efficient transit service. Together, these strategies allow CDOT and FHWA to maintain a 10-lane template decades into the future, reducing the disruption to environmental and community resources that come with continual widening of roads. This is particularly important in the case of CDOT’s preferred alternative as the lowered structure will be constructed with a 75- to 100-year life expectancy. For information on traffic forecasting, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div>

Comments				Responses to Comments			
Source: Submittal		Document Number: 193	Last: McHugh	First: Thomas			
<div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "Thomas McHugh"</div><div>Date: Fri, October 3, 2014 7:11 am</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div><div>Options:View Full Header View Printable Version Download this as a file Add to Address Book View Message details</div></div> <div>name: Thomas McHugh</div> <div><div>A</div><div><div>comment_topic: Air Quality,Environmental Justice,Financing,Historic,Noise,Property Impacts,Swansea Elementary,Other</div><div>comments: Dear CDOT, As a north Denver resident, a teacher, and soon to be father, I must vehemently plead that the current CDOT proposal is not approved. EPA studies directly link traffic related air pollution with increases in respiratory and cardiovascular diseases. The alternative of re-routing I-70 north through the industrial, less-inhabited areas of 270 and 76 is the only viable option for CDOT to do the right thing and stop I-70 from continuing to harm us. Currently, I-70 runs directly through several neighborhoods, exposing those nearby to contaminated air. With knowledge of current EPA studies about the health effects of traffic related air pollution, exacerbating the pollution by widening the freeway is nothing short of criminal, let alone morally irresponsible. For the safety of myself and those close to me, I (with the support of my neighbors, family, and friends) will fight this proposal to the end. Denver ranks 5th in the U.S. for man-made environmental hazards. Stop it! The amount of sellable commercial and residential space created by turning this section of I-70 into a boulevard instead of extra lanes and extra on/off ramps should be assessed by a party not affiliated with CDOT. If CDOT says that this project is a non-starter due to funding, I say try harder. Our lives depend on it! The boulevard would revive dead spaces of land currently destroyed by I-70 in the form of dead-ends. The benefits from the revival of these spaces and neighborhoods is endless. Compare L.A.'s 405 widening to the Embarcadero and Central Freeway replacements in San Francisco. The 405 in L.A. is worse than ever, as San Francisco is experiencing a revival of neighborhoods and decreased congestion and pollution. I intend to contact every elected state and local official, and I will urge everyone I know to do the same. Please contact me with any questions. Thank you for your time. Sincerely, Thomas McHugh</div></div></div>						<div><div>A</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div>NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA’s health-based standards for these pollutants. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments				Responses to Comments
Source: Submittal	Document Number: 308	Last: McHugh	First: Thomas	
<div>Current Folder: SDEIS Spreadsheet</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Thomas McHugh"</div> <div>Date: Thu, October 9, 2014 2:08 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Thomas McHugh</div> <div>comment_topic: Air Quality,Other</div> <div>comments: Oct. 9th, 2014 I vehemently oppose this project. There are 3 weeks left during the comment period and more than half of CDOT's Spanish version website is in English, including, but not limited to how the project will be funded and upcoming public hearings. I've sent more examples to CDOT employees. I also have a letter from Kirk Webb refusing to have the DSEIS translated into Spanish. This is completely negligent considering the overwhelming number of only Spanish speakers in Globeville, Swansea, and Elyria. Please extend the comment period or halt this project on grounds that you haven't informed the community. Considering the impact on the livelihood and well-being of the community, those are the only moral options. Thank you.</div>				<div>A Due to numerous requests, the comment period was extended to October 31, 2014. For information on CDOT's public involvement, please see OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>The Executive Summary of the Supplemental Draft EIS was translated into Spanish. In addition, CDOT opened a Project Office in the neighborhood that was staffed with translators if anyone wanted particular sections translated. Also, the Spanish version of the website is continually being improved.</div>

Comments				Responses to Comments
Source: Submittal	Document Number: 312	Last: McHugh	First: Thomas	
<div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Thomas McHugh"</div> <div>Date: Sat, October 11, 2014 3:23 am</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Thomas McHugh</div> <div>comment_topic: Other</div> <div>comments: CDOT should not proceed with this project because "all reasonable opportunities to participate" were not given to the communities of Globeville, Swansea, and Elyria according to the policy of CDOT. With the amount of Spanish speakers in those neighborhoods, CDOT should have made every effort to communicate the details of this project in Spanish. As of today, with less than three weeks until the comment deadline, more than half of the Spanish version of this projects website is in English. Here is one of so many examples: Evaluacion y Comentario del Publico - Se ha Ampliado el Periodo de Comentarios! (Comments must be received by 31 de Octubre del 2014) Extended to 31 de Octubre Supplemental Draft EIS (SDEIS) Periodo de Evaluacion y Comentario del Publico Copies of the Supplemental Draft EIS (SDEIS) are available online, at several viewing locations, including at CDOT offices, and at the I-70 East Project Office. Public Hearings will be conducted to present the findings of the study and to obtain input from the community. Your comments are an important aid in making the best decision for transportation improvements in the corridor. They will be addressed in the Final EIS and play an important role in determining the preferred alternative. Please use the Comment Form to submit your comments or use thePrintable Form and mail them to the address listed below. Comments can also be submitted by e-mail tocontactus@i-70east.com or submitted at the Audiencias Publicas. Having only the title and a couple words in Spanish for so many sections makes it seem that CDOT is attempting to hide such deception. I have emailed Kirk Webb addressing this issue and have sent him the majority of these cases of sloppiness or deception, and have not received a response. I have a letter from Kirk Webb refusing to have the SDEIS fully translated into Spanish and refusing to extend the deadline. In this letter, he sites the ways that CDOT tried to half heartedly make the public aware. It is laughable and I will this make matter known to advocacy groups and attorneys. I emphasize that FHWA and CDOT policy to "provide citizens with limited English proficiency all reasonable opportunities to participate" in your projects was NOT followed!!! Please contact me if you need to see a copy of any letter or examples of deception from the CDOT website. Thank you.</div>				<div>A The Executive Summary of the Supplemental Draft EIS was translated into Spanish. In addition, CDOT opened a Project Office in the neighborhood staffed with translators if anyone wanted other sections translated. The Spanish version of the website is continually being improved. For information on CDOT’s public involvement, please see OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>

Comments				Responses to Comments				
Source:	Submittal	Document Number:	313	Last:	McHugh	First:	Thomas	
<div>Current Folder: SDEIS Spreadsheet</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM (Espanol)</div> <div>From: "Thomas McHugh"</div> <div>Date: Sat, October 11, 2014 3:49 am</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div><div>A</div><div>name: Thomas McHugh</div><div>comment_topic: Other</div><div>comments: In a letter I have from CDOT's Kirk Webb, he states: Executive Order (13166) challenges federal agencies to "implement a system by which (limited English-proficient or "LEP") persons can meaningfully access services consistent with, and without unduly burdening, the fundamental mission of the agency." To show that CDOT has complied , he states that, "All advertisements for comment periods, public hearings, regular public meetings, website materials, etc...are in both English and Spanish." Below are some examples from the Spanish version of CDOT's website failing to comply with EO13166. In his letter, Mr. Webb refuses to have the SDEIS fully translated to Spanish or have the comment period extended. I have contacted Mr. Webb alerting him to these issues and have not received a response. This is unacceptable and I have contacted advocacy groups and attorneys if this project should continue. Supplemental Draft EIS Released 29 de Agosto del 2014 I-70 East Supplemental Draft EIS is available for public review and comment! CDOT encourages you to comment from 29 de Agosto 31 de Octubre del 2014.CDOT is encouraging the public to comment on the I-70 East Supplemental Draft EIS that evaluates transportation alternatives to improve safety, access and mobility while addressing congestion in one of the state's most heavily traveled corridors, I-70 from I-25 to Tower Road. The Supplemental Draft EIS (SDEIS) is a report that includes a detailed analysis of the social, environmental, and economic effects of the project alternatives as required by the federal government according to the National Environmental Policy Act (NEPA). The 2008 Draft EIS alternatives were modified and a new alternative option was developed that better met the project's purpose, need, goals, and objectives and satisfied the public's and agencies' expectations. Due to these changes and further developments on the project, the Supplemental Draft EIS identifies environmental impacts not previously identified. The I-70 East Supplemental Draft EIS is available for public comment starting 29 de Agosto del 2014. The public</div></div>								<div><div>A</div><div>The Executive Summary of the Supplemental Draft EIS was translated into Spanish. In addition, CDOT opened a Project Office in the neighborhood staffed with translators if anyone wanted other sections translated. The Spanish version of the website is continually being improved. For information on CDOT’s public involvement, please see OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments				Comments			
Source: Submittal	Document Number: 313	Last: McHugh	First: Thomas	Source: Submittal	Document Number: 313	Last: McHugh	First: Thomas
<p>comment period will end on 31 de Octubre del 2014. back to top (arrow up)volver arriba Evaluaci3n y Comentario del P3blico - Se ha Ampliado el Periodo de Comentarios! (Comments must be received by 31 de Octubre del 2014) Extended to 31 de Octubre 2014 Supplemental Draft EIS (SDEIS) Periodo de Evaluaci3n y Comentario del P3blicoCopies of the Supplemental Draft EIS (SDEIS) are available online, at several viewing locations, including at CDOT offices, and at the I-70 East Project Office. Public Hearings will be conducted to present the findings of the study and to obtain input from the community. Your comments are an important aid in making the best decision for transportation improvements in the corridor. They will be addressed in the Final EIS and play an important role in determining the preferred alternative. Please use the Comment Form to submit your comments or use thePrintable Form and mail them to the address listed below. Comments can also be submitted by e-mail tocontactus@i-70east.com or submitted at the Audiencias Publicas. I-70 East Project Team Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222 Preliminarily Identified Preferred Alternative Visualization & Animation Visualice la Alternativa de Paso a Desnivel Parcialmente Cubierto2014 explore la Alternativa de Paso a Desnivel Parcialmente Cubierto en video animado 3d The Partial Cover Lowered Alternative is the Preliminarily Identified Preferred Alternative for the I-70 East EIS project. This Alternative adds additional lanes in each direction of the highway to provide better mobility between I-25 and Tower Road, removes the existing viaduct between Brighton Boulevard and Colorado Boulevard, rebuilds I-70 along this segment below grade on the existing alignment, and places a cover on the highway between Columbine Street and Clayton Street. Actualizacion del Proyecto Supplemental Draft EIS Released 29 de Agosto del 2014 I-70 East Supplemental Draft EIS is available for public review and comment! CDOT encourages you to comment from 29 de Agosto 31 de Octubre del 2014.CDOT is encouraging the public to comment on the I-70 East Supplemental Draft EIS that evaluates transportation alternatives to improve safety, access and mobility while addressing congestion in one of the state's most heavily traveled corridors, I-70 from I-25 to Tower Road. The Supplemental Draft EIS (SDEIS) is a report that includes a detailed analysis of the social, environmental, and economic effects of the project alternatives as required by the federal government according to the National Environmental Policy Act (NEPA). The 2008 Draft EIS alternatives were modified and a new alternative option was developed that better met the project's purpose, need, goals, and objectives and satisfied the public's and agencies' expectations. Due to these changes and further developments on the project, the Supplemental Draft EIS identifies environmental impacts not previously identified. The I-70 East Supplemental Draft EIS is available for public comment starting 29 de Agosto del 2014. The public comment period will en Evaluacion y Comentario del Publico - Se ha Ampliado el Periodo de Comentarios! (Comments must be received by 31 de Octubre del 2014) Extended to 31 de Octubre Supplemental Draft EIS (SDEIS) Periodo de Evaluacion y Comentario del PublicoCopies of the Supplemental Draft EIS (SDEIS) are available online, at several viewing locations, including at CDOT offices, and at the I-70 East Project Office. Public Hearings will be conducted to present the findings of the study and to obtain input from the community. Your comments are an important aid in making the best decision for transportation improvements in the corridor. They will be addressed in the Final EIS and play an important role in determining the preferred alternative. Please use the Comment Form to submit your comments or use thePrintable Form and mail them to the address listed below. Comments can also be submitted by e-mail tocontactus@i-70east.com or submitted at the Audiencias Publicas. I-70 East Project Team Colorado Department of Transportation 2000 South Holly Street Denver, CO 80222 Consultants & Contractors Consultant & Contractor Participation - meetings and completion of the EIS Process Consultants & contractors are invited to attend CDOT's Spotlight Event for Major Upcoming Projects I-70 East & C-470 October 22, 2014 CDOT Event Flyer - Spotlight Event for Major Upcoming Projects I-70 East & C-470 October 22, 2014 Come join the conversation and get an inside look at what to expect as these larger projects begin to gear up. This is an excellent opportunity to get the latest available project information and to strengthen relationships with the local business community. Click to view the event flyer 2014 With the release of the Supplemental Draft EIS (SDEIS) we are seeing an increase in consultant and contractor attendance at the I-70 East community meetings. Although the I-70 East Project Team is excited to see this participation, there is a growing concern that the participation of professionals at the community meetings is becoming a distraction. The intent of the community meetings is to provide information and receive focused feedback from stakeholders in the community. Again, CDOT is excited to see such interest in the project from the consultants and contractors, but would request that you schedule meetings with either of the following contacts, so the community meetings can focus on the community. Thank you for your understanding and interest in the project, please contact: Keith Stefanik keith.stefanik@state.co.us Peter Kozinski peter.kozinski@state.co.us CDOT is committed to increasing the participation and capacity of the local business community through contract opportunities, educational programs, and workforce and business development. More details to come! Septiembre 30, 2014 Consultants and contractors are invited to attend CDOT's Spotlight Event for Major Upcoming Projects I-70 East and C-470 on October 22, 2014. Come join the conversation and get an inside look at what to expect as these larger projects begin to gear up. This is an excellent opportunity to get the latest available project information and to strengthen relationships with the local business community. See the Consultants & Contractors page. Augusto 29, 2014 The Supplemental Draft EIS (SDEIS) has been released! See the Project Updatefor more information. Read the SDEIS document online or learn where to obtain a copy:Reports. The Public Review and Comment Period begins today! Comments must be received by October 14, 2014. See the Project Update for more information. Public Hearings are scheduled for September 23, 24, and 25: Meeting Notices Audiencias P3blicas El 23, 24 y 25 de Septiembre del 2014 Audiencias Publicas Public hearings were conducted on September 23, 2014 in Aurora (Sable Elementary School), September 24, 2014 in Commerce City (Kearney Middle School), and September 25, 2014 in Denver (Bruce Randolph Middle School). La misma informacion estaba disponible en todas las reuniones. The hearings provided opportunities for the public to comment on the Supplemental Draft EIS (SDEIS) for inclusion in the project's official record. Project Finance Project Finance & Procurement - how will the project be financed and built? A variety of methods can be used to finance and construct the planned improvements for I-70 East. These methods include both traditional and innovative options. CDOT decides on construction and financing methods by evaluating the following: Project goals Project constraints such as source of funding, schedule, federal/state/local laws, third party agreements with railroads, right of way, and others Delivery schedule (construction timing) Complexity of the project design and construction Level of design (at the time of the project delivery selection) Cost Project risks Traditional methods used by CDOT over the last decade to deliver Projects: Design-Bid-Build: Two different teams are hired for the project based on lowest price bids. The teams are selected by CDOT from a pool of prequalified consultants and contractors. 1. A design consultant is hired to design the project and produce construction plans. 2. Following design, the plans are advertised and constructors bid their best price to build the Project. 3. The low bid contractor builds the project according to the plans. This method is reliable and everyone understands what is expected. However it is very lengthy, restrictive on innovation and costly in design and oversight. Alternative methods used by CDOT over the last decade include: Design-Build: One contractor team (designer and contractor) is hired, under one contract, to design and build the project concurrently based on a preliminary design or concept. Construction Manager/General Contractor (CM/GC): Similar to Design Bid Build</p>				<p>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</p>			

Comments					Responses to Comments
Source: Submittal		Document Number: 313	Last: McHugh	First: Thomas	
<div>A</div> <p>but the designer and contractor are hired separately. 1. A design consultant is hired to design the project. 2. Construction contractor is hired at the same time to provide constructability input to the design consultant and develops a "guaranteed maximum price" to build the project. 3. If CDOT agrees with the maximum price, the contractor builds the Project. These methods provide the opportunity for a larger project for a fixed amount of money, innovative design partnerships between the contractor and CDOT, and allows for potential schedule improvements. Overall delivery is quickest with these methods. This CM/GC provides the opportunity for the contractor to influence the design and match their skills and resources to the Project. Overall delivery time is in-between Design-Bid-Build and Design-Build.</p> <p>Innovative Finance and Construction Methods: The Colorado High Performance Transportation Enterprise (HPTE) was formed to pursue innovative ways to finance, construct or operate and maintain transportation projects. Innovative financing is needed to offset the limited transportation funding available. The HPTE operates as a government owned business within the Colorado Department of Transportation. One innovative construction delivery method is a Public Private Partnership, "P3". In a public private partnership, a private partner finances the transportation project and agrees to design and construct the Project sometimes the private partner will even operate, and maintain the highway. The State retains full ownership of the highway. In return, the private partner receives the revenues from annual performance payments or toll lanes. The private partner is selected through an open and competitive process. In addition to providing additional sources of funding for transportation, these partnerships can also provide the opportunity for a larger project for a fixed amount of money and schedule improvements. The Colorado Transportation Commission has asked the High Performance Transportation Enterprise (HPTE) to explore financial options for the I-70 East project. For more information on the HPTE, visit www.ColoradoHPTE.com. Comment Form I-70 East Supplemental Draft EIS Released for Public Comment The Supplemental Draft EIS (SDEIS) has been released and is now available for public comment and review until 31 de Octubre del 2014. The Supplemental Draft EIS is available online: Reports Comments must be received by 31 de Octubre del 2014. Your comments are an important aid in making the best decision for transportation improvements in the corridor. They will be addressed in the Final EIS and play an important role in determining the preferred alternative. Please use the comment form to the right to submit your comments or use the printable form and mail them to the address listed below: SDEIS Public Comment Form - click for Printable FormClick to download: Printable Comment Form</p>					<div>The information on these pages has been reviewed. Responses to specific comments are included on the previous page.</div>

Comments				Responses to Comments			
Source: Submittal		Document Number: 329		Last: McHugh		First: Thomas	
Current Folder: SDEIS Comments Responded to							
Welcome: contactus@i-70east.com							
Re: I-70 EAST EIS - SDEIS COMMENT FORM							
From: "Thomas McHugh"							
Date: Wed, October 15, 2014 2:43 am							
To: webmastercc@i-70east.com (more)							
Priority: Normal							
name: Thomas McHugh							
comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Swansea Elementary							
comments: The proposed SDEIS is not a project worth pursuing, because it does not take into account the health of the many communities near I-70. It is criminal, immoral, and I am taking legal action should CDOT decide to proceed. To dig the trench, CDOT proposes to dig deep into the heavily contaminated Asarco Superfund Clean-Up Site, which, as everyone is aware, contains at least cadmium, lead, arsenic, and zinc. How does CDOT plan to contain wind from blowing contaminated dust to surrounding communities? How does CDOT plan to prevent flooding after digging a trench below the level of the Platte River? How will winter ice be dealt with in your new death trap? NIH and EPA studies directly relate exposure to traffic related air pollution to cardiovascular disease, respiratory disease, lung disease, asthma, autism in newborns, lower life expectancy, diabetes, etc... Garden Place Elementary and Swansea Elementary are in the most contaminated areas because of CDOT's corruption in the 1960's. I can't imagine anyone at CDOT lives near the proposed death plan. Why is that? Your efforts to exclude the Spanish speakers in north Denver is a clear violation of Executive Order 13166, which makes this a federal issue. The Health Impact Assessment shows that this project will be in violation of the Clean Air Act. I am working against this project with the support of civil rights groups, health centers, environmental groups, elected officials, professors, several attorneys, and all of north Denver. I advocate a study assessing a reroute of I70 through I270 and I76, which are industrial areas. CDOT would not have to purchase any land, or destroy any houses or businesses to expand I270 and I76. Multiple studies show that 40% of the traffic (mostly semi's) would follow the re-route, 40% would follow what would be a tree-lined boulevard where I-70 currently is, and the remaining 20% would be able to travel a more suitable route for them, due to increased accessibility to downtown Denver. We believe this alternative would cost a fraction of the \$1.8 billion expected for the current proposed plan. I would like to further discuss the reroute alternative. I look forward to hearing from you. Thank you for your time.							
A	NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. For information on health, please see AQ1 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
The Final EIS has adequately addressed the plans for encountering hazardous materials within the project area and mitigating fugitive dust during construction; please see IMP6 and IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.							
B	The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. For information on air quality and health , please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.							
C	Spanish translators have been available throughout the process at every public meeting and at the project office during the public review period. The materials on the English website get translated to Spanish on a regular basis and then are included in the Spanish website. CDOT continues to improve the Spanish website. The information gathered during the outreach process has helped the project team refine the project alternatives. Please refer to Chapter 10, Community Outreach, of the Final EIS, and OUT1 and OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q for details about the project's outreach efforts to the public and stakeholders.						
D	Based on public comments, much of the concern for health relates to the air quality surrounding the highways. A health study (health impact assessment or health risk assessment) is not required by NEPA or the Clean Air Act and therefore it has not been performed for this project. For information on air quality and health, please see AQ1 and AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
E	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						

Comments				Responses to Comments	
Source: Submittal		Document Number: 338	Last: McHugh	First: Thomas	
<div>Welcome: contactus@i-70east.com</div>					
<div>NIH Studies</div> <div><div>From: "Thomas McHugh"</div><div>Date: Thu, October 16, 2014 8:03 am</div><div>To: contactus@i-70east.com</div><div>Priority: Normal</div></div>					
<div>Good morning,</div> <div>The current SDEIS is not acceptable. Below are National Institute of Health studies directly connecting exposure to traffic related air pollution to various deadly diseases. These studies were not available when I-70 was railroaded through north Denver communities, including my own, in the 1960's. THEY ARE NOW!!!</div>					
A	<div>With this information, it is your responsibility to do further research on an I-270/I-76 reroute that would take the pollutants diesel trucks out of residential neighborhoods. CDOT's dismissal explanation in SDEIS (Vol I, Ch. 3.5 & Vol II, Ch. 4.1) is insufficient and incorrect. Further studies have been conducted on traffic distribution by Peter Park and CU-D Graduate School of Urban Planning and Design, which puts in question the SDEIS forecast of traffic. CDOT's grossly overestimates the cost for the reroute by double-billing I-270 construction costs and incorrect calculations.</div>				
B	<div>CDOT misrepresents the number of households to be destroyed at 53 by not counting duplexes, triplexes, or long term dwelling units. Businesses that will be destroyed were unaware until I spoke with them in the past week. With a reroute, CDOT would not have to destroy any houses, businesses, or lives (including my own) by expanding I-76 and I-270. That is exactly what is happening now.</div>				
C	<div>Please read at least the summaries of these NIH studies.</div> <div>Autism - NIH Study</div> <div>Conclusions: Exposure to traffic-related air pollution, nitrogen dioxide, PM2.5, and PM10 during pregnancy and during the first year of life was associated with autism.</div> <div>http://www.ncbi.nlm.nih.gov/pubmed/23404082</div> <div>Cardiovascular Mortality - NIH Study</div> <div>Conclusions: Traffic-related air pollution at relatively low concentrations in Ontario was associated with increased mortality from cardiovascular disease. http://www.ncbi.nlm.nih.gov/pubmed/23222554</div>				
	<div>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div> <div>B The information in Section 5.5 of the Final EIS has been updated, the number of relocations represent individual households, not structures; thus, a duplex is counted as two households.</div> <div>C Section 5.20, Human Health Conditions, of the Final EIS contains an expanded discussion of environmental health issues in Elyria, including the Health Impact Assessment conducted by DEH. For information on health, please see AQ1 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Section 5.20, health Conditions of the Final EIS also has an expanded discussion on health.</div>				

Comments				Responses to Comments			
Source:	Submittal	Document Number:	338	Last:	McHugh	First:	Thomas
						</	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	556	Last:	McHugh
		First:	Thomas		
<div>Welcome: contactus@i-70east.com</div> <div><div>Comment Deadline</div><div><div>From:</div><div>"Tom McHugh"</div></div><div><div>Date:</div><div>Thu, October 30, 2014 4:39 am</div></div><div><div>To:</div><div>"contactus@i-70east.com" <contactus@i-70east.com></div></div><div><div>Priority:</div><div>Normal</div></div></div>					
<div><div>A</div><div>Is the comment period ending at 11:59pm on October 31st or at 12am on October 31st?</div></div>				<div><div>A</div><div>The comment period ended was extended through 11:59 pm on October 31.</div></div>	
<div><div>B</div><div><div>There is not clarity where the deadline is concerned, which is confusing many people. If the deadline does not currently include the 24 hours on October 31st, I believe it should be extended one day.</div><div>This lack of clarity, along with so much misinformation, given to the community by CDOT and uninformed city officials involved in the project is cause for the immediate halt of this project. CDOT has declined an invitations to community meetings and debates in an effort to avoid being asked questions from the public. In the community meetings, hosted by city officials, questions and concerns were not addressed because CDOT was not present.</div><div>My own recorded interaction with Amy Ford (CDOT, along with every dealing with CDOT, leads me to believe that the public is to be blatantly lied to in order to push the expansion through.</div></div></div>				<div><div>B</div><div>When meetings are conducted by city officials or other organizations, CDOT representatives are not always invited, nor are they always able to attend when invited. However, CDOT conducted a thorough outreach process to all stakeholders and affected communities. Please refer to Chapter 10, Community Outreach, of the Final EIS for details about the project’s outreach efforts to the public and stakeholders. The information gathered during the outreach process has helped the project team refine the project alternatives.</div></div> <div><div>C</div><div>The Final EIS addresses many of the concerns raised in the APA Peer Review. For additional information on CDOT’s use of the APA Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div> <div><div>D</div><div><div>The Final EIS is compliant with Title VI and all environmental justice rules and guidance. For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>A full list of proposed mitigation for the Preferred Alternative is included in Chapter 9 of the Final EIS. For information on air quality and health and the benefits of the highway cover, please see PA1, PA2, AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div></div>	
<div><div>C</div><div>The assessment produced by the American Planning Association (APA) reports a frightening lack of planning and research done by CDOT.</div></div>				<div><div>E</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	
<div><div>D</div><div>The ExecutiveSummary states that there will be no disproportionately high adverse effects on the community after mitigation efforts. As of today, there seems to have been almost no progress made in mitigation discussions.</div></div>					
<div><div>E</div><div><div>Given the severe negative impacts (health, safety, air pollution, further damage to the community, etc.) this proposed expansion is certain to inflict, it is your duty as human beings to oppose this expansion. CDOT's proposal is strongly opposed by health experts, environmental experts, civil engineers, traffic engineers, urban planners, architects, real estate experts, religious communities, and so many more who breathe the traffic caused polluted air.</div><div>It is not too late to complete an honest study (no double-billing or miscalculations this time) of the I270/I76 reroute. Put politics aside and do what's right for the people.</div></div></div>					
<div><div>Thank you.</div><div>Thomas McHugh</div></div>					

Comments				Responses to Comments	
Source: Submittal		Document Number: 380	Last: McHugh	First: Timothy	
<div>Welcome: contactus@i-70east.com</div>					
<div>I-70 widening proposal</div> <div><div>From: "Tim McHugh"</div><div>Date: Tue, October 21, 2014 9:55 pm</div><div>To: contactus@i-70east.com</div><div>Priority: Normal</div></div>					
A	<div>I have reviewed the I-70 East Project Snapshot released by two CDOT representatives at the presentation entitled "I-70. Thinking Outside the Freeway" at the Brown Palace Hotel today, and read much of the I-70 East Supplemental Draft EIS released August 29, 2014. One thing I've learned as a physician for 40 years is that if one says something in an authoritative fashion, others tend to believe it, especially if the one saying it has the most power. That does not make it true.</div>				
	<div>I attended the presentation today at the Brown Palace Hotel, sponsored by the City Club of Denver.I was quite impressed by the knowledge, professionalism and insight of both speakers, Dean Foreman and Dennis Royers, both of whom expressed significant concerns about the expansion of I-70. I don't believe these concerns have been adequately answered in the SDEIS or "Project Snapshot".</div>				
	<div>It makes sense to me that adding four "managed" (toll) lanes will not adequately alleviate traffic volumes in the six general purpose lanes. It has been reported that those whose incomes are less than \$75,000 annually do not use the toll lanes. Continuing with six general purpose lanes does not handle the increased traffic which does not use the toll lanes. There are no details explaining how the four extra toll lanes will integrate into the I-25/70 "mousetrap".</div>				
	<div>Is it true that models usually (70%) overestimate the true amount of traffic which occurs, as Mr. Royers stated?</div>				
C	<div>CDOT reports that the cost of widening I-70 will be \$1.8 billion. I believe \$850 million will be taken from the Bridge Enterprise Fund. I believe this fund accumulates \$100 million per year. So that means there would be no funding for bridge repairs for 8.5 years. Does this mean there will be no bridge repairs for 8.5 years, or will taxes be increased to replace this money?</div>				
D	<div>CDOT reports that "53 residences and 21 businesses will be acquired by the Partial Cover Lowered Alternative. CDOT will follow all federal and state regulations that require payment for properties based on fair market value and for the relocation of residents displaced by the project". This is the state using eminent domain to move businesses away from their clientele and residents away from their relatives and friends. Let's estimate that four</div>				

Comments				Responses to Comments			
Source:	Submittal	Document Number:	380	Last:	McHugh	First:	Timothy
D	people live in each residence and each business employs four people. That would mean forcibly moving 256 people away from their support systems. This will be especially difficult for low-income residents who may have difficulty speaking English. Where will they find housing and business locations as affordable as they currently have?						
	The "loop option", using I-270/76, could be renovated without destroying 53 residences and 21 businesses, and could be done while I-70 remains fully operational, eliminating the five year construction delays, detours and traffic jams. The I-270/76 loop option currently has an existing right of way wide enough for a 10 lane highway. It needs no additional construction, such as a tunnel or park space since there is little neighborhood housing and no schools to be disturbed by traffic noise or air pollution. The "loop option" renovation would be significantly less costly than \$1.8 billion.						
E	I have read the article by Laurie Dunklee in the North Denver Tribune, published on October 1, 2014. This documents numerous points refuting the information in the SDEIS released by CDOT.						
	Therefore, I would strongly oppose proceeding with the I-70 widening proposal.						
Timothy McHugh, M.D.							

E	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
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Comments				Responses to Comments			
Source:	Phone message	Document Number:	827	Last:	McHugh	First:	Timothy
Timothy McHugh							
A	I'm calling to express my extreme concern about the proposed widening of I-70 between Pena and I-25. I have read the I-70 East Environmental Impact Statement Supplemental Draft. I have attended the Denver City Club meeting at the Brown Palace and have listened to different opinions about this. I'm extremely concerned about the proposal to acquire 23 businesses and 51 homes or 56 homes, whatever the number will be, to allow expansion of this. I know I have heard that it is only 21 businesses and 53 or 56 homes, however many it is. But if one considers the number of people involved in taking the businesses and home, even providing what is supposed to be adequate compensation, one must consider the disruption in the lives of these people. If they have businesses, where will they relocate their businesses since their clientele attend those businesses. Where will they find places to relocate these businesses that they can afford compared to what they are paying now? Please consider the people that you are moving. Some may involve disruption of families. Certainly it'll be disruption of neighborhoods. Where will these people find housing that is affordable as what they are now living in? I think this is, from a social standpoint, extremely disruptive to the lives of these people. I think one could consider different options and I have read the options that have been proposed by CDOT. I think that those options could be considered, especially the loop option to use I-76 and 270, since the need to widen these roads would not involve moving nearly the number of businesses and probably hardly any homes and I don't think this would disrupt traffic at all for those people who want to use I-25 coming south. I certainly would be willing to drive an extra 2 miles and not disrupt the homes and businesses that you are proposing. I would also say that the managed lanes or toll lanes you are proposing will not be used as much as you think. Studies have shown that people who make less than \$75,000 a year simply don't use those lanes and I would believe that most people would simply put up with a little extra time, rather than pay the monies that are proposed to have to be paid to use these tolls lanes. I would strongly oppose widening I-70 and would strongly recommend using an option, such as the loop option. Thank you very much for listening.						
B	The Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units and 18 businesses (including one non-profit organization). For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
B	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.						
	Managed lanes reduce congestion in the transportation network, providing a benefit to all drivers. The managed lanes will provide reduced travel times for users at all income levels, providing a reliable trip through the corridor when drivers consider it worth the toll						

Comments				Responses to Comments	
Source: Submittal	Document Number: 103	Last: McIntosh	First: Pam		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Pam McIntosh"</p> <p>Date: Tue, September 23, 2014 12:00 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Pam McIntosh</p> <p>comment_topic: Financing</p> <p>comments: Start collecting tolls NOW!! .25 per mile, \$3.00 for the total length. We all know it needs to be done. Let's start paying for it now, bank the money, it can't be spent on anything else. Keep the tolls low, unlike E-470. (I've never driven on E-470, and I refuse to because the tolls are extremely high.) Hopefully, if we put money away for the project in advance, the federal government will match the funds and we'll have a good head start on paying for whatever the final design is.</p>				<div><div>A</div><div>Comment noted.</div></div>	


Comments				Responses to Comments	
Source:	Submittal	Document Number:	054	Last:	McKinney
			First:	Ian	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Ian McKinney"</div> <div>Date: Mon, September 15, 2014 2:30 pm</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Ian McKinney</div> <div><div>A</div><div>comment_topic: Financing</div><div>comments: Toll roads mean our public servants have failed. I've paid my taxes. These funds should be going to road improvement, or set aside for projects that might likely require more funds than be gathered in one year - like this I70 renovation. To even consider a toll road is like saying citizens deserve to get double taxed. I liken toll roads to football and baseball stadiums in major cities. Citizens are forced to pay for public football stadiums, where the revenue goes to private individuals. Our public servants have failed w budget after budget. We, rightful tax paying citizens, will end up paying more for a mismanaged, poorly budgeted, poorly planned project - and the public servants who failed end up being rewarded for their failure.</div></div>					
<div><div>A</div><div>Tolled express lanes will provide drivers the choice of new, optional lanes. Tolls can change in price depending on the time of day, such as during peak morning or evening traffic, to make sure the lane provides a more reliable trip alternative for travelers at all times. Tolled express lanes work to move more people, rather than move more cars. Tolled express lanes reduce congestion in the transportation network, providing a benefit to all drivers. The managed lanes will provide reduced travel times for users at all income levels, providing a reliable trip through the corridor when drivers consider it worth the toll. For information on the Managed Lanes Option which in this case includes tolled express lanes, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>					

A

Comments				Responses to Comments	
Source:	Submittal	Document Number:	753	Last:	McMann
				First:	Nick
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From:</p> <p>Date: Fri, October 31, 2014 5:03 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Nick McMann</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other</p> <p>comments: It is very discouraging that CDOT continues to shove a proposal down our throats that only they support. In a time of unparalleled prosperity in metro Denver, this proposal threatens to halt the growth of many north Denver neighborhoods. The I70 expansion singles out north Denver as the clear loser in CDOTs desire to turn more space into interstate. The increased pollution caused by the expansion is a threat to all those living near the interstate. And now you want to place park on top of the interstate??? You want our children to play on top of a pile of exhaust, tire fragments, and other hazardous materials??? Do you have any idea how asinine that sounds? I know CDOT has paid someone to tell us how it is safe, but does anyone really believe this? As a former south Denver resident I have seen CDOT blow tons of money on the Santa Fe/I25 ramp. What has that project solved? Why should I have confidence in CDOT to come up with a logical proposal for I70? This isn't even taking into account that it is highly doubtful that any project involving CDOT comes in at budget. With all the money at stake, this isn't just a risk for north Denver, this is a risk for all of colorado. Lastly, I would like to hear why CDOT is hell bent on ignoring the public's cry for a feasibility study on a reroute of I70. The reroute would go through areas without neighborhoods and would not negatively impact anyone. The expansion has real life consequences to all those living near this monstrosity. Please stop lending a deaf ear to the reroute.</p>					
<div> <div>A</div> <div>B</div> <div>C</div> <div>D</div> </div>	<div> <div>A</div> <p>The increased travel demand is responding to planned development in the region, including the National Western Center, Stapleton, and Aerotropolis. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <div>B</div> <p>The cover will directly contribute to improved air quality, resulting in PM10 concentrations that are lower at Swansea Elementary School and the surrounding area than they would be in the future without the cover (No-Action Alternative). For information on air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <div>C</div> <p>All alternatives have cost associated with them including No-Action. The I-70 viaduct needs to be replaced because of its deteriorating structural conditions. Therefore, the No-Action Alternative for the I-70 East project cannot be a true "No-Action Alternative" due to safety issues. For information on funding the project and public-private partnerships, please see FUND2 and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <div>D</div> <p>The reroute through I-270 and I-76 has been studied and eliminated because it did not meet the purpose and need for the project. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> </div>				


Comments				Responses to Comments			
Source:	Submittal	Document Number:	411	Last:	McNulty	First:	Bernie



Comments				Responses to Comments	
Source: Submittal	Document Number: 412	Last: McNulty	First: Bernie		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM From: "Bernie McNulty" Date: Sun, October 26, 2014 1:29 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Bernie McNulty</p> <p>comment_topic: Other comments: The PCLA offers a balance between an efficient route for travelers and a design that reduces impact (where it can) for the surrounding neighborhoods...ultimately the highway is a necessary utility so the discussion should involve how the highway is designed and not whether it should exist or not. I'd love to see from my front porch a wall of murals where I use to see an ugly, dangerous loud viaduct. Also a planted forest on the cap that provides habitat, food, and instruction. Thanks!</p>				<p>A Comment noted.</p>	



Comments				Responses to Comments															
Source: Submittal	Document Number: 830	Last: McPeck	First: Fred																
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 31, 2014.</div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>OCT. 30</u> Would you like to be included on the mailing list? <input checked="" type="radio"/> Yes <input type="radio"/> No</p><p>Name (required): <u>FRED Mc PECK</u></p><p>Organization: <u>ELYRIA, SWANSEA, GLOBEVILLE BUS, ASSN.</u></p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle/select all that apply.</p><table><tbody><tr><td><input checked="" type="radio"/> Air quality</td><td><input type="radio"/> Environmental justice</td><td><input checked="" type="radio"/> Financing</td><td><input checked="" type="radio"/> Hazardous materials</td><td><input type="radio"/> Historic</td></tr><tr><td><input checked="" type="radio"/> Managed lanes</td><td><input type="radio"/> Noise</td><td><input type="radio"/> Property impacts</td><td><input checked="" type="radio"/> Swansea Elementary</td><td><input type="radio"/> Visual</td></tr><tr><td><input checked="" type="radio"/> Preliminary identified preferred alternative</td><td><input checked="" type="radio"/> Truck traffic</td><td><input type="radio"/> Other</td><td colspan="2"></td></tr></tbody></table><p>Please print your comment on the Supplemental Draft EIS legibly below</p><p><u>CONTINUED</u></p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>****Continue on back for more space****</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014. to:</p></div>					<input checked="" type="radio"/> Air quality	<input type="radio"/> Environmental justice	<input checked="" type="radio"/> Financing	<input checked="" type="radio"/> Hazardous materials	<input type="radio"/> Historic	<input checked="" type="radio"/> Managed lanes	<input type="radio"/> Noise	<input type="radio"/> Property impacts	<input checked="" type="radio"/> Swansea Elementary	<input type="radio"/> Visual	<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other		
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<input checked="" type="radio"/> Preliminary identified preferred alternative	<input checked="" type="radio"/> Truck traffic	<input type="radio"/> Other																	

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments					Responses to Comments	
Source: Submittal		Document Number: 830	Last: McPeck	First: Fred		
A	<p>With all of the amazing progress, accomplished by the NDCC project, it may be time to reverse the old lyrics to: "ELIMINATE THE NEGATIVES-ACCENTUATE THE POSITIVES" And in doing so, take advantage of the resulting <i>future</i> increased Denver and Colorado overall valuations, as a result of those efforts and use them to support our own bonding for the I-70 East plan, along with a better project and neighborhood, possibly at a lower cost.</p>					A There is no exceedance of NAAQS as result of this project thus additional mitigation including a filtration system are not needed and would not be a prudent use of taxpayer funds. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	<p>1. From the very beginning of this project, the primary goals were to reduce pollution and Vehicle Miles Traveled (VMT). With the addition of the number of lanes, ramp climb and decent tendency for brake tap, these goals will be, very much, negatively effected. The recess and cover only came about, through a series of flukes, most notable, the mistaken idea that a tunnel with FILTERED exhaust, identical to the E & J tunnels, caused a higher number of citizens to sign petitions in favor of it. Filtering was scrapped as too expensive, but the momentum continued, with additional misconceptions. To this day some otherwise informed participants, incorrectly believe carbon and particulate filtration will be employed. Any form of circulation, or non filtered exhaust, does nothing more than churn the accumulating pollution. That accumulation in the bottom of the recess, with no escape, could be especially problematic. And this Sunday Post's article; Air Pollution - "Any link to baby deaths studied" adds more importance to this revisit.</p> <p>May 11th, The Post carried an article in Denver & The West, explaining a true air filtration system , in the new Union Station ½ Billion dollar Transit Center, worth at least a look.</p>					
	<p>2. On June 7, 2014 the Post carried an article, paraphrased; Toll road operator looks to rework \$450 Million debt load -The Portuguese firm is evaluating options on our Northwest Parkway - operator has tapped restructuring advisers as the Toll Road contends with a high debt load - The operator is working with bankers ... to evaluate restructuring options for the Toll Road. A bankruptcy filing is not imminent, but mentioned - and all options, including an out-of-court restructuring, are being considered. The 8 mile road is the <i>latest</i> of its peers to struggle under a debt burden accumulated before the recession under the assumption that rising toll receipts would cover debt payments. But traffic and housing forecasts generally proved to be too optimistic In 2007 Brisa and Company CCR paid \$603 Million for the right to operate and maintain the road for 99 years. CCR has since sold its 10% stake to Brisa - Northwest Parkway carries roughly \$450 Million in debt, most of which matures in late 2017 - Some of it bonds recently traded around <u>40 cents</u> on the dollar. Moelis also worked unrestricting of I-895, a Toll Road in VA. That Australian operator handed over the 8.8-mile concession to a group of European creditor. Moelis is currently advising the operators of the Indiana Toll Roads, which is in restructuring negotiations with creditors as it faces a late June payment it cannot afford to make. - This should be a <i>premonition</i>. And with Colorado potentially facing three similar Public Private Partnerships (P-3 or PPP), it should be an <i>admonition</i>. -</p> <p>As with any conventional restructuring of debt, interest will be higher and negotiation costs, added to an already lowered cash flow and bond devaluation, increasing the inability to service the higher debt. Not a pretty picture!</p>					
B	<p>3. Should a series of many potential, or even likely, disasters occur in Colorado, causing a Public Private Partnership similar tri-fecta of failures, it could all come back in the States lap, along with the deferred maintenance. In all of the above scenarios, the lessee is, no doubt, using each state's equity and credit rating, at least indirectly, to back up their borrowing. - A 99 year lease, for all intent and purposes, is a sale and with that 'sale' we are "eating our seed corn". Why not use that same, (new increased equity and credit to negotiate our own bonds and with some of the same committed federal funds, build our own highway and collect our <i>own</i> tolls to retire those bonds, <i>keeping Colorado whole</i>, instead of in-the hole.</p>					B CDOT sets limits for private concessionaires prior to issuing contracts. The High Performance Transportation Enterprise analyzes the financial needs of a project, including a company's expertise. For information on the foreign companies investment limitations, please see FUND1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
	<p>3-a. Just two days before the above risk expose, The Post ran a story , saying the Governor vetoed Senate Bill 197, that promised transparency in P-3 negotiations, saying, "it would have "discouraged investors", which may have been the better outcome. With the proximity of the two articles, the Governor had to be aware that the bad news above was coming, or was already known, but still chose to heighten that risk, (actually jeopardy), in exchange for expediency.</p>					
C	Comment noted.					

Comments				Responses to Comments	
Source: Submittal		Document Number: 830	Last: McPeck	First: Fred	
D	4. The City of Denver, used the premise that we were 'Building toward a 'carless society' and "Millennialism steering clear of cars" and "...that age group is continuing the trend", to promote there In-Fill planning scheme, at the same time they supported CDOTS 'preferred alternative' that adds the extra lanes to anticipate a greater number of vehicles in the future, so one or the other has <u>GOT</u> to be a serious miscalculation and reconsidered. This is also a serious fallacy in CDOT's costly expansion, over such an unpredictable long time period and we are thinking too much in the past.				D Although Millennials will impact trends in driving and urban development, that will not eliminate regional population growth or increased needs for transportation infrastructure to accommodate it. For information on future trends in traffic, please see TRANS11, TRANS5, and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E	5. Especially considering the very serious, multi vehicle, chain reaction accident on I-25, this past late Spring or early Summer, on relatively flat surfaces, it appears extremely risky to introduce a 4% grade ramp into a recessed, shaded, covered highway plus a shade/sun transition, happening, even in the driest conditions, should a very probable, rear end collision occur, part way down that ramp, at 55 miles per hour, resulting in a similar chain reaction, it could be deadly, with no Fire-Rescue access in and no way out, Probably, not ironic, the colossal semi roll-over, during the morning rush-hour, just this past Monday on I-70, near Colorado Blvd., had it happened in the proposed 30 foot recess, would have been tragic, had it been a fuel tanker, catastrophic. - The sad issue, there is no way to correct the recess configuration after the fact.				E The project design will accommodate drainage, snow removal, and emergency vehicle access. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions and emergency vehicle access in the recessed portion. In addition, the highway is designed to the federal and state highway safety design standards to lower the risks of accidents.
F	Another serious blunder, early-on in this EIS, was the refusal of CDOT's offer, at their cost, to relocate and build a new Swansea Elementary School, in a safer and more appropriate location, mostly because of one person's 'soapbox' resistance and a passive Denver School Board. It may bet too to revisit this more pragmatic solution, but along with the above, it is certainly a better option and worthy of discussion. Fans, windows and doors, just wont solve the ongoing environmental problem.				F Swansea Elementary School has been identified as a very important and valuable resource in the Elyria and Swansea Neighborhood. The project team researched the neighborhood to identify another suitable locations for the school. The only available location identified was where the Swansea Recreation Center currently resides. The community expressed opposition to moving the school to the recreation center site because of the adjacent railroad tracks. The decision to keep the school at its current location was made during outreach opportunities conducted to review alternative sites for the school, and surveys of parents at the school during the PACT process. For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
G	7. Over the expanse of this study, CDOT Wordsmiths have created many clever affirmative phrases, titles and semantics, I E, 'Preferred Alternative' - preferred by whom and by how many? With the hundreds, maybe thousands of considerations, not once was an actual count of preference taken. Not even a show-of hands. One of the more prevalent was; "Not enough consensus!" Even petitions were circulated, maybe even acknowledged, but numbers were not published. Very often the "official" preference was very different from what was heard "from the street." That scenario caused unnecessary doubt. At times it appeared that the wisdom of the crowd was being stifled.				G Comment noted.
	There is so much more, but maybe answering the many requested comments, will result in a more reasonable product. Most of the Stakeholder's hope for the best possible, LONG-TERM outcome for ALL of the citizens of Colorado, at an optimum cost, without over burdening our off-springs, for our short term, expected convenience, especially with our new-found brighter future and not giving up our legacy ownership..				
	The Very Best, toward that outcome.				
					
	Footnote: Challenge is expected and will be appreciated.				


Comments				Responses to Comments																		
Source:	Submittal	Document Number:	843	Last:	Meby	First:	—	<div>A Comentario que fue tomado en cuenta.</div> <div>The English translation of this comment and the response is on the following page.</div> <div>La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.</div>														
<div> I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</div>																						
<p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p>																						
<p>Date: <u>18/10/14</u> Would you like to be included on the I-70 East EIS mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>																						
<p>Name (required): <u>Victor Meby</u></p>																						
<p>Organization: _____</p>																						
<p>Address (required): _____</p>																						
<p>City/State/Zip: _____</p>																						
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<p>****CONTINUE ON BACK FOR MORE SPACE****</p>																						
<p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p> <div><div>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</div><div></div></div>																						

Comments				Responses to Comments																			
Source:	Submittal	Document Number:	843	Last:	Meby	First:	-	<div>A</div> Comment noted.															
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT<p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.</p></div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>[illegible]</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p><p>Name (required): <u>[illegible] Meby</u></p><p>Organization: _____</p><p>Address (required): _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><div><div>A</div><div>Please print your comment on the Supplemental Draft EIS legibly below.<p><u>Yes, I agree with what ever the [expletive] you want to do</u></p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div></div>									Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other		
Air quality	Environmental justice	Financing	Hazardous materials	Historic																			
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																			
Preliminary identified preferred alternative	Truck traffic	Other																					

Comments				Responses to Comments	
Source:	Submittal	Document Number:	677	Last:	Meier
				First:	Rev. Marcia
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div>From: "Rev. Marcia Meier"</div> <div>Date: Fri, October 31, 2014 9:50 am</div> <div>To: webmastercc@i-70east.com (more)</div> <div>Priority: Normal</div> <div>name: Rev. Marcia Meier</div> <div>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Swansea Elementary,Other</div> <div>comments: My other is loving your neighbor. I was sent to Horace Mann in 1976, why do we continue to ignore the opportunity to love our neighbors in that area? We believe this proposal will seriously fracture the cohesiveness of these neighborhoods. Elyria-Swansea and Globeville have yet to recover from the damage of when I- 70 was first constructed fifty years ago. Numerous homes and local businesses were removed, and this access-limiting highway separated close-knit families and neighborhoods. The communities became detached from the rest of city and had to live with the negative effects of an elevated viaduct, including dirt, air pollution, noise, and shadows. This proposal of widening I-70 to more than 300 feet in width will remove the families living on 7 of 14 core blocks in Elyria displacing at least fifty families and will create further barriers between families and neighbors living north and south of the proposed expanded highway.</div>				<div>A The Partial Cover Lowered Alternative was developed to help restore neighborhood cohesiveness and reduce the barrier between the north and south; please see PA1, PA2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div>	

Comments					Responses to Comments	
Source: Submittal		Document Number: 752	Last: Meis	First: Sarah		
Current Folder: SDEIS Comments Responded to						
Welcome: contactus@i-70east.com						
Re: I-70 EAST EIS - SDEIS COMMENT FORM						
From: "Sarah Meis"						
Date: Fri, October 31, 2014 4:59 pm						
To: webmastercc@i-70east.com (more)						
Priority: Normal						
name: Sarah Meis						
comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other						
A		comments: Air Quality: More driving create bad air quality. Americans, including Coloradoans are driving less. There is no good reason to expand lanes to increase capacity for cars that don't exist. Why is this necessary? Environmental Justice:				A The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. For more information on how air quality will be affected by this project, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
B		The people directly affected who suffered before and are suffering now will suffer again from displacement and in the future because these changes will simply increase traffic in the area. These are the poorest of the poor. They live near highways, factories, and refineries. How is that just? Financing: CDOT is playing fast and loose with the numbers. They don't have the money. They won't have the money. They will borrow it, selling off tolls in a P3 arrangement to a company that could eventually fail, leaving tax payers holding the bag. Tell the truth about the real costs. How is this honest or fair? Hazardous Materials: This area is already polluted. It sits in a river basin. Dredging and carrying away contaminants will further infect the people and wildlife, further degrading the health and welfare of the residents closest to the affected areas. And, increase traffic along the route increases the potential for future accidents including injuries, deaths, and damage to cargo both hazardous and non-hazardous. Why should this area, among the most contaminated in and around Denver, suffer for decades and generations? Historic:				Although reports suggest new trends in driving and urban development, that will not eliminate regional population growth or increased needs for transportation infrastructure to accommodate it. For information on future trends in traffic, please see TRANS11, TRANS5, and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
C		Historic neighborhoods in and around Denver exhibit structures and features that comport with our illustrious history. Many of these magnificent places represent the dearest and noble traits. Yet, the historic districts affected by the I-70 expansion fail to prosper to the same economic degree. Why is CDOT so willing to further degrade an historically significant place, including the buildings that showcase these neighborhood simply for the purpose of progress? Managed Lanes: The managed lanes are Lexus Lanes. The creation of these amenities simply exacerbates the tiering of services for those who can afford to pay. Politicians who lack the guts to				B CDOT recognizes that the project passes through environmental justice neighborhoods, and so provided an unprecedented level of public involvement tailored to meet the needs of these low-income and minority people to find ways to improve the project, and lessen the impact of the project. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on Environmental Justice mitigation measures, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
D						C Taxes would not be raised to pay for this project. For information on the project funding strategy, please see FUND1, FUND2 and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
E						D Hazardous material is adequately addressed in the Final EIS. For information on CDOT's plans for encountering hazardous materials within the project area and mitigating fugitive dust during construction, please see IMP6 and IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
F						E FHWA and CDOT are working closely with the State Historic Preservation Office (SHPO) and consulting parties to minimize potential effects and institute appropriate mitigation for historical properties. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
						F Managed lanes reduce congestion in the transportation network, providing a benefit to all drivers. The managed lanes will provide reduced travel times for users at all income levels, providing a reliable trip through the corridor when drivers consider it worth the toll.

Comments				Responses to Comments			
Source:	Submittal	Document Number:	752	Last:	Meis	First:	Sarah
				</			

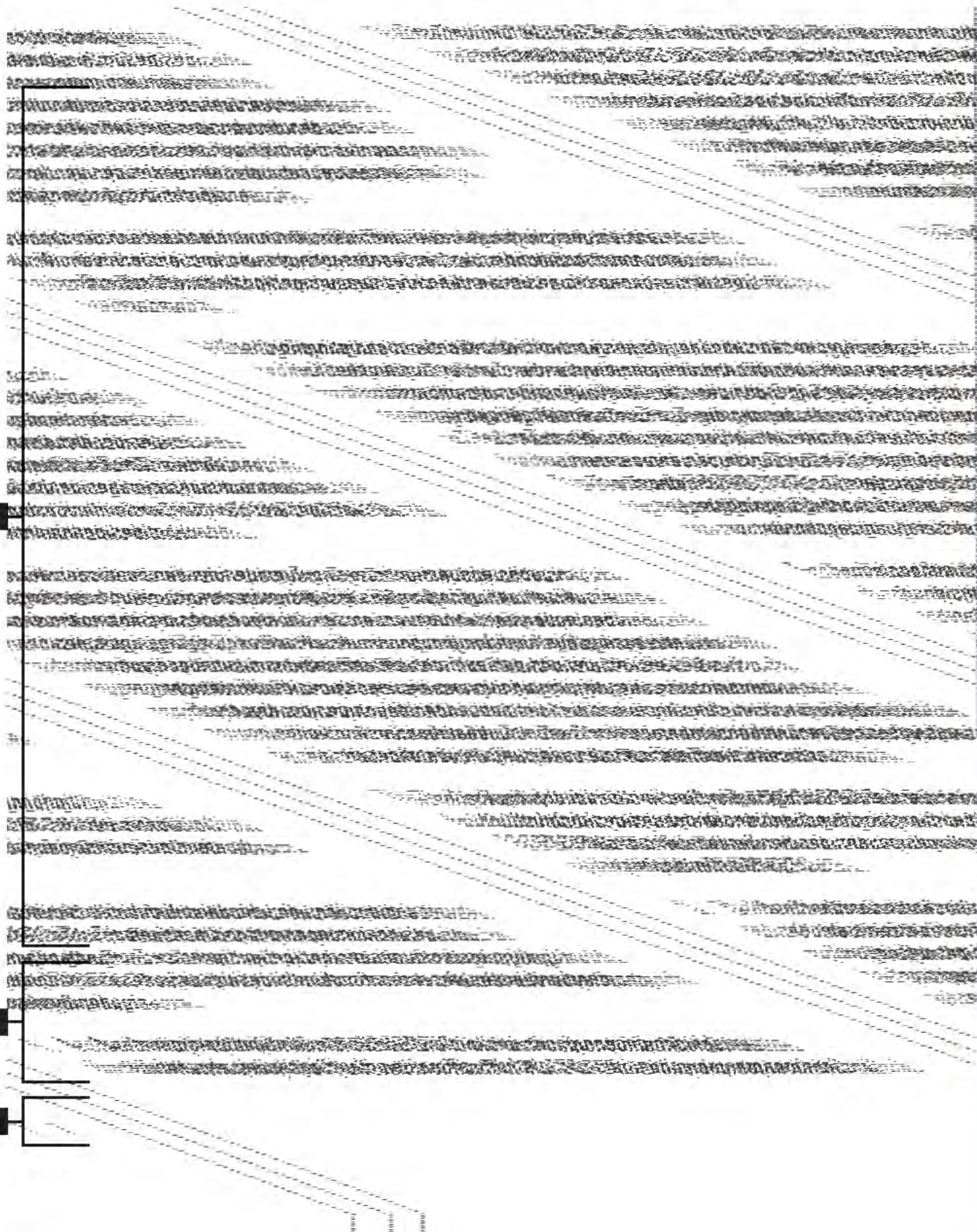
Comments				Comments			
Source: Submittal	Document Number: 775	Last: Melcher	First: Albert	Source: Submittal	Document Number: 775	Last: Melcher	First: Albert
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 East EIS - SDEIS COMMENTS</div> <div>From: "Albert Melcher"</div> <div>Date: Fri, October 31, 2014 8:59 pm</div> <div>To: contactus@i-70east.com</div> <div>Priority: High</div> <div>Read requested [Send read receipt now]</div> <div>receipt:</div> <div>Attached are my comments on the I-70 SDEIS. I also hand-delivered a printed copy to the CDOT office 2000 South Holly at about 11:45AM today October 31 2014.</div> <div>Bert Melcher</div> <div>Albert G. Melcher MS Captain Civil Engineer Corps USNR Retired</div> <div>"The ultimate test of a moral society is the kind of world it leaves to its children." - - Dietrich Bonhoffer, Protestant theologian hanged by Nazis in 1945.</div>				<div>Albert G. Melcher Captain Civil Engineer Corps USNR Retired</div> <div>13801 East Yale Avenue, Apt. 326, Aurora, Colorado 80014</div> <div>Ph 720-748-2405 Email a.melcher@comcast.net</div> <div>13801 East Yale Avenue #326</div> <div>Aurora CO 80014</div> <div>October 30, 2014</div> <div>I-70 East EIS Team</div> <div>Colorado Department of Transportation</div> <div>2000 S. Holly Street, Denver,</div> <div>CO 80222</div> <div>Dear Sirs and Madams:</div> <div>Re: I-70 East Supplemental Draft Environmental Impact Statement</div> <div>Following are my formal comments on the subject I-70 East Supplemental Draft Environmental Impacts Statement. I submit these comments as an individual, not on behalf of any organization. I submit them based on my personal experiences as:</div> <div>(1) A Commissioner, Colorado Highway Department Commission, 1967-1969</div> <div>(2) A member of the I-70 East Citizen Advisory Commission, approximately 2002-2005</div> <div>(3) A member of the Denver Metropolitan Area Transportation Study Citizen Advisory Committee, 1966-1967 and Chairman 1967</div> <div>(4) Participation in formal CDOT EIS Citizen Advisory Committees and informal involvement with various EIS projects, including the Northwest Corridor, I-70 Mountain Corridor and as a member of that EIS "Collaborative Effort" conflict resolution panel, I-25 Colorado Springs, RTD Denver Union Station Citizen Advisory Committee, RTD West Line, Department of the Interior EIS projects</div> <div>(5) Professional training in urban planning, environmental and ecological planning, environmental law, American Planning Association, and other involvements.</div> <div>My comments are on Chapter 5, Section 5.2 "Social and Economic Conditions," Chapter 6 "Cumulative Impacts," and "General" matters of the SDEIS documents.</div> <div>Thank you for the opportunity to comment on this project.</div> <div></div> <div>Sincerely,</div> <div>Albert G. Melcher, MS Civil Engineering</div> <div>13801 East Yale Avenue #326</div> <div>Aurora CO 80014</div>			


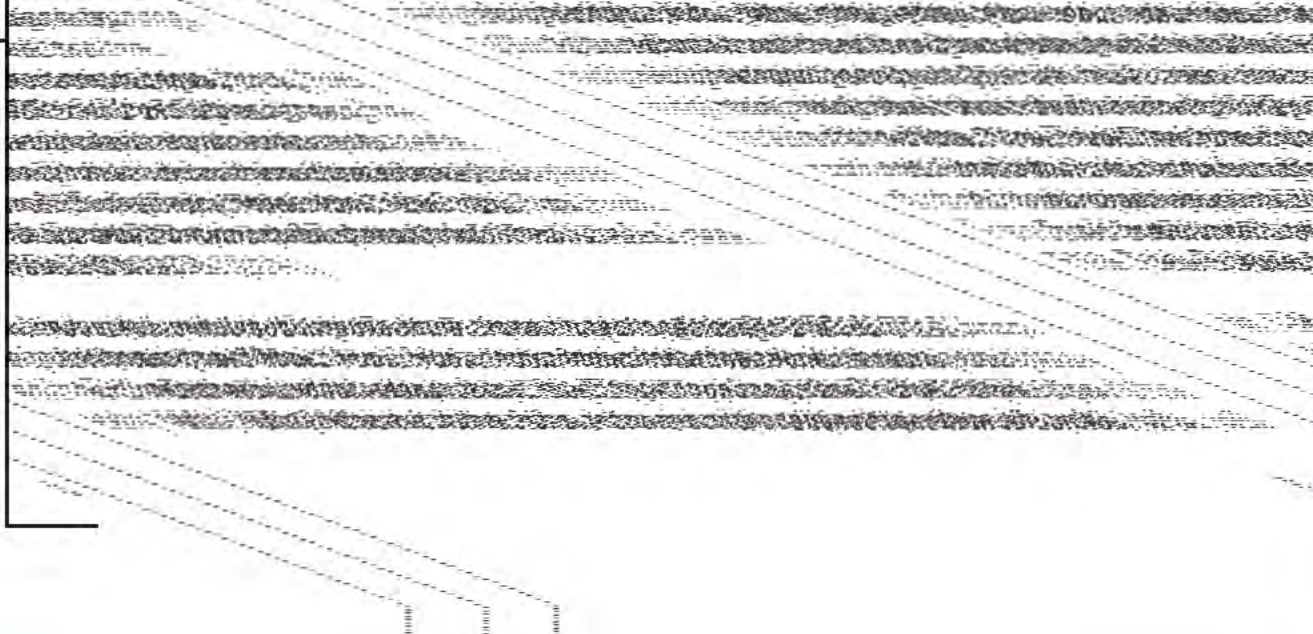
The information in the cover letter is noted. Responses to specific comments are included on the following pages.

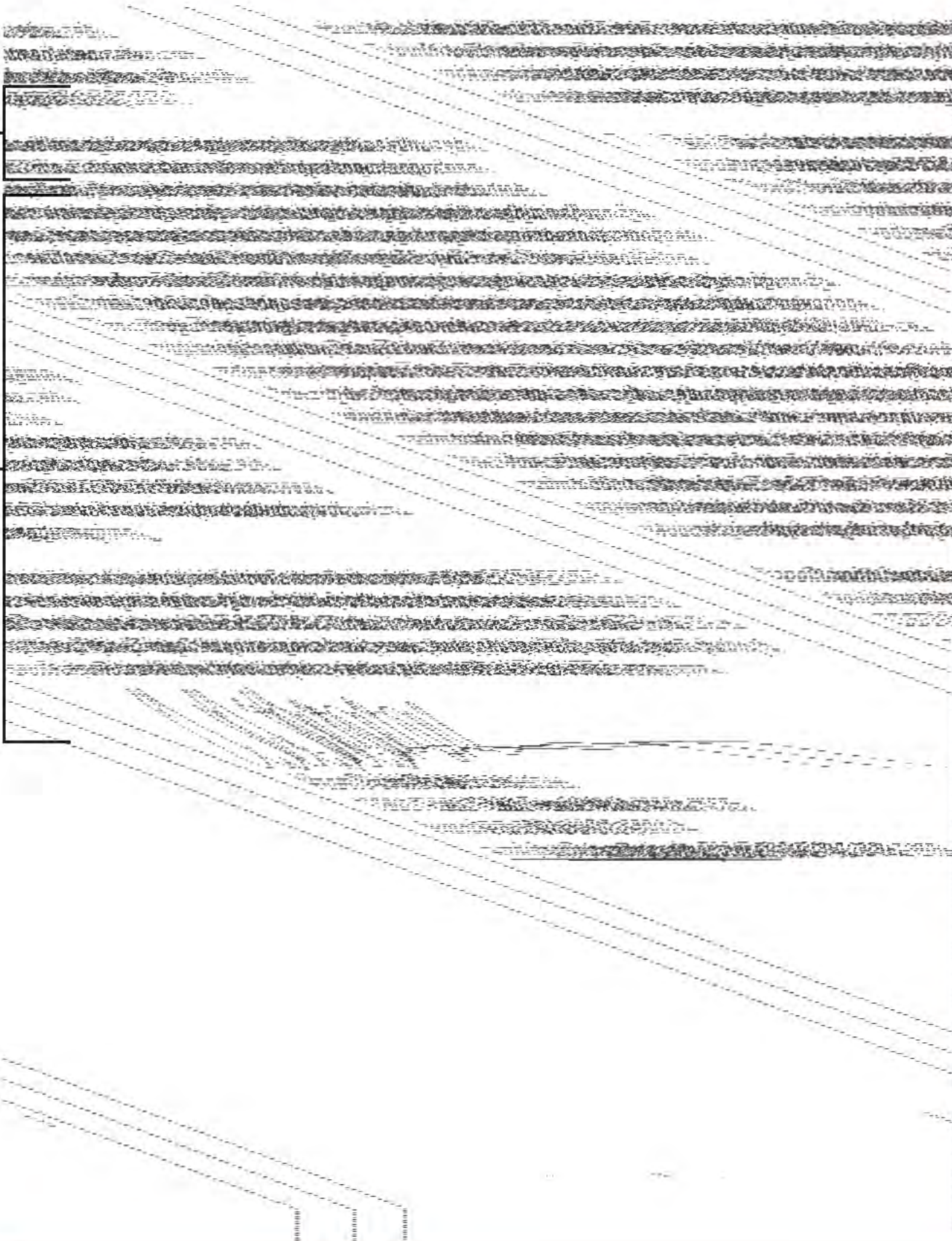
Comments				Responses to Comments			
Source:	Submittal	Document Number:	775	Last:	Melcher	First:	Albert
C						D	The cumulative impacts analysis has been updated for the Final EIS. The cumulative impacts analysis of impact on the environment which results from the incremental impact of proposed alternatives when added to other past, present, and reasonably foreseeable future actions approach is consistent with standard professional practices. Further information may be found in section 9.26 of CDOT's NEPA Manual which responds to all related regulations and guidance (Council on Environmental Quality, FHWA Technical Advisory T6640.8a, etc.)

[illegible]

C-682 January 2016

Comments				Responses to Comments			
Source:	Submittal	Document Number:	775	Last:	Melcher		
				First:	Albert		
						G	Future VMT is discussed in Chapter 4: Transportation Impacts of the Final EIS. For information the travel model and how it was used to forecast future traffic see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.
						H	The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments			
Source:	Submittal	Document Number:	775	Last:	Melcher	First:	Albert
<div>H</div> 				<div>I</div> <p>The cover for the highway was developed to mitigate the adverse impacts to the Elyria and Swansea Neighborhood and to restore and enhance neighborhood cohesion, which was disrupted decades ago by the original I-70 construction in the 1960s. For more information on Environmental Justice, please refer to Chapter 5.03: Environmental Justice of the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>			
				<div>I</div> <p>By stating that the planning started nearly 60 years ago, it was not meant to imply that there were no objections to the plans. However, as you note, the process was very different then, and decisions were made with less study and evaluation of the potential impacts of a project and without consideration of Environmental Justice.</p>			
				<div>J</div> 			

Comments				Responses to Comments			
Source:	Submittal	Document Number:	775	Last:	Melcher	First:	Albert
<div>J</div> 				<div>K</div> <p>Greenhouse gas emissions have been found to have an effect on Climate Change; discussion of the Greenhouse gas emissions as a result of this project can be found in Chapter 5.10 Air Quality of the Final EIS.</p> <p>Greenhouse gas emissions in the study area are roughly 0.02 percent of total statewide emissions from motor vehicles in 2010. By 2035, the Preferred Alternative results in lower greenhouse gas emissions than the other Build Alternatives with general-purpose lanes only, but the difference is minor.</p>			

Comments				Responses to Comments	
Source: Submittal	Document Number: 470	Last: Memic	First: Armen		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Armen Memic"</p> <p>Date: Tue, October 28, 2014 8:49 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Armen Memic</p> <p>comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic</p> <p>comments: My name is Armen Memic. I love Denver and I believe this project goes against everything the citizens of this city stand for. We don't need an expansion of i-70. The interstate is way to close to the city as it is. The pollution that it already produces goes against our values. I can't imagine the smog an expansion would create. This project would not fix anything but increase the problems we are trying to solve. Today more and more people are moving back into the city. I believe we should focus on better local public transportation instead of expanding an interstate that will eventually become less and less used. Why expand it? Why not make I-70 into a BLVD? I just don't understand why we are using studies and models from 50 years ago to do this project. The world has changed. I am in my 20's and people my age don't use the interstate. We are selling our cars. Staying local. Buying local. We care about the future of this city. Thank you, Armen</p>				<p>A Air quality and pollution have been adequately evaluated for the various alternatives. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA’s health-based standards for these pollutants. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Changes in driving patterns have been adequately considered in the Final EIS. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	483	Last:	Menter
				First:	David
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Shift I-70 east to use the I-270 corridor</p> <p>From: "David Menter" Date: Wed, October 29, 2014 8:51 am To: "contactus@i-70east.com" <contactus@i-70east.com> Priority: Normal</p> <div><div>A</div><div><p>Hello, CDOT's I-70 east corridor highway should be redirected away from the Globeville and Elyria/Swansea neighborhoods of northeast Denver. Rather, it should utilize the I-270 alignment. The current I-70 alignment should be converted to surface arterial streets to help restore and improve this important neighborhood. City neighborhoods in general should be restored and should primarily exist to serve people, with lively city streets, and focus on pedestrians. City neighborhoods should not be given over to moving huge volumes of cars.</p><p>Sincerely, David Menter</p></div></div>				<div><div>A</div><div><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 777	Last: Messenheimer	First: Micah	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Micah Messenheimer"					
Date: Fri, October 31, 2014 10:03 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Micah Messenheimer					
comment_topic: Air Quality,Environmental Justice,Historic,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Other					
A		Two historic Denver neighborhoods that have already been impacted by the initial construction of I-70 serve to be further degraded if the proposed plan to widen and recess I-70 continues. Air quality in Globeville, Elyria, and Swansea is ready among the lowest in the city of Denver and residents suffer correspondingly high rates of asthma. Even more disturbing is the location of Swansea Elementary immediately adjacent to the proposed path of the freeway which will sit less than 100 feet to the south. The partial cover smacks of greenwashing by providing amenities for only a small section of what will be a miles-long gash with few options for crossing on foot or transit, leaving the residents most affected by the construction of the highway with fewer north-south mobility options than at present. Do we really need to benefit out of state through traffic at the expense of Colorado residents? Denver is also actively growing and attracting young residents looking for an urban city that is walkable and transit-oriented. It seems ludicrous that CDOT would look not to the future growth and population of the state but to outdated trends in freeway expansion. Tripling the current width of I-70 would permanently disconnect the surrounding neighborhoods from the city, particularly those north of the freeway, and would do nothing to solve the increased congestion that would result from only the portion east of I-25 being widened. For these reasons, I call for CDOT to conduct an SEIS on the full re-route that includes both I-270 and I-76. Utilizing the existing freeway right of way that sits fully outside of the urban fabric of the city would be a win for both North Denver residents and the through traffic utilizing I-70 that would not encounter a reduction in lane numbers west of I-25.			
B					
C					
D					
E					
F					
		CDOT and FHWA recognize the significance of the historic resources within the project area. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		NAAQS limits set by EPA protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA’s health-based standards for these pollutants. For more information please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		The cover will directly contribute to improved air quality, resulting in PM10 concentrations that are lower at Swansea Elementary School and the surrounding area than they would be in the future without the cover (No-Action Alternative). For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		C The partial cover is not the only location for crossing, but is intended to provide an area that provides public space as well. For additional information on the project’s improvement of walkability and bicycle routes and on north-south connectivity, please see TRANS2 and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		D Changes in driving patterns have been adequately considered in the Final EIS. For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		E Connectivity is adequately addressed in the Final EIS. For information on the need to widen the highway, impacts west of I-25, and community connectivity, please see GEN3, TRANS4, PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			
		F The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.			

Comments				Responses to Comments	
Source: Submittal	Document Number: 564	Last: Metcalf	First: Jessica		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Jessica Metcalf"</p> <p>Date: Thu, October 30, 2014 1:07 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Jessica Metcalf</p> <p>comment_topic: Air Quality,Environmental Justice,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts</p> <p>comments: Widening I-70 is a bad idea for many reasons. At my end of north Denver (near Federal and I-70), the areas east of Federal are really up and coming, and we even see major improvements in the economy and real estate on Federal itself. However, we are limited in expanding improvement of this beautiful historic urban area because of I-70, and an expansion of I-70 will only exacerbate this issue. What we want to see is better transportation options that compliment the urban lifestyle of the area, including pedestrian-friendly areas, bike lanes, trains, and buses. We want it to feel safe for our children to ride their bikes and play in the park. We don't want increased noise and car pollution just several blocks away.</p>				<p>A Comment noted.</p> <p>B These concerns are adequately addressed in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	



Comments				Responses to Comments			
Source:	Public hearing transcript	Document Number:	300	Last:	Miller	First:	Jeff
A	I'm a third-generation native Denverite. This won't take long. I understand we are discussing a preliminary preferred alternative, and I'm sure there are many people here who have whatever feelings they have about it. People working for CDOT, of course, probably have their views. I'm just wondering if I can get a show of hands. There are probably going to be three alternatives here. You're either going to say I don't understand it completely and I don't know what I want—if that's your feeling, raise your hand for a moment. Okay.						
	There's going to be a number of people who feel that this is a good thing to do. A couple of people have spoken of that. Those people who would like it to be done, could you raise your hands?						
	And then there are those who probably don't want it done for various reasons. Could you raise your hands?						
	I think that CDOT should listen to what a majority of people want, not just political, and talking, and what they want. Listen to the people too. Thank you.						
</							

Comments				Responses to Comments	
Source: Submittal	Document Number: 041	Last: Miller	First: Karen		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Karen"</p> <p>Date: Thu, September 11, 2014 1:35 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Karen</p> <p>comment_topic: Preliminarily Identified Preferred Alternative</p> <p>comments: When first hearing the idea of rerouting I70 I thought it a brilliant idea. I still do. It is as if the City of Denver and the State of Colorado talk out of both sides of their mouth on transit. Sell your car and take the public transportation efforts such as short term car use (car2go), bike sharing (b-cycle), added RTD routes such as on Colfax (rather than a trolley)are contrary to needing more lanes on I70. If there is extra money laying around lets use it on our citizens, not some dinosaur idea like expanded highways for cars.</p>				<p>A Changes in driving patterns and multi-modal forms of transportation are adequately considered in the Final EIS. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information regarding multi-modal forms of transportation and consideration of changes in driving patterns and various modes of transportation have been factored into the process, please see TRANS1 and TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 051	Last: Miller	First: Rick		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Rick Miller"</p> <p>Date: Mon, September 15, 2014 8:04 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Rick Miller</p> <p>comment_topic: Air Quality,Noise,Property Impacts,Visual</p> <p>comments: Please consider routing this on I-76, where there would be much less impacts to residential neighborhoods; air quality, noise, and transforming a residential area into a highway.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 719	Last: Milton	First: Keith		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Keith Milton" Date: Fri, October 31, 2014 1:45 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Keith Milton</p> <p>A comment_topic: Preliminarily Identified Preferred Alternative,Property Impacts comments: I am not in favor of routing traffic off of I-70 to I-76 and I-270. Seems a bit ridiculous to take a current highway that runs east and west and route it to the north, only to bring it back south. All the highways are already full enough so I seriously doubt you can add the volume from I-70 to the the alternate re-route option. Furthermore, I for one like being near and having quick access to the highway. It makes it very easy fore me to get to DIA, I-25 or heading west to the mountains. I have heard that I-70 will expand if we don't have a reroute option but that seems unlikely because the traffic isn't too bad today because so many vehicles on I-70 going west exit at I-25. Another argument I have heard for a reroute is so it can revitalize the north Denver neighborhoods. Hello! Has anyone taken a drive through Berkeley, Sunny Side or the Rhino district lately. Looks like they are already being revitalized so that argument is hollow.</p>				<p>A Comment noted.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 546	Last: Mitchell	First: Marcy		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Marcy Mitchell"</p> <p>Date: Thu, October 30, 2014 5:12 am</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Marcy Mitchell</p> <p>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic,Other</p> <p>A comments: I am a teacher at Bruce Randolph School which has been identified by the EPA as being in the pollution zone of I-70. I feel very strongly that expanding i-70 is a short sighted and very bad idea. If there is, in fact, a viable alternative, which I believe there is, then why not explore that more before once again tearing apart the existing neighborhood? Every day on my drive to school, I see students crossing dangerous intersections in front of huge semi-trucks. They cross over on and off ramps, under the interstate and across very busy streets without crosswalks just to get to and from school every day. I don't know how they would even get to school during the construction. Additionally, the homes and businesses that would be lost due to the expansion and the further disruption and division of the neighborhood seems like taking advantage of a voiceless population (again). I just can't let my opinion go unheard on this topic and I hope that the city and CDOT will have the patience and presence to really explore all the benefits and effects of this process, mostly the human and community impact, before moving forward. Thank you.</p> <p>B</p>				<p>A Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>Concerns about safety, walkability and bicycle route improvements have been adequately addressed in the Final EIS; please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years, including door-to-door outreach and public and neighborhood meetings in the most directly impacted neighborhoods. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments																
Source: Submittal	Document Number: 833	Last: Montañño	First: Guadalupe																	
<div><div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10-17-14</u> Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p><p>Name (required): <u>Guadalupe Montañño</u></p><p>Organization: _____</p><p>Address (required) _____</p><p>City/State/Zip: _____</p><p>Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p><u>I-70 would benefit with more traffic lanes.</u></p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p><p>_____</p></div></div><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div>					Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<div><div>A</div><div>Comment noted.</div></div>
Air quality	Environmental justice	Financing	Hazardous materials	Historic																
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																
Preliminary identified preferred alternative	Truck traffic	Other																		

Comments				Responses to Comments	
Source: Submittal		Document Number: 609	Last: Montoya	First: Antonia	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Antonia Montoya"					
Date: Thu, October 30, 2014 9:07 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Antonia Montoya					
A B C	comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Managed Lanes,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic,Other				
	comments: Antonia Montoya 4515 Logan St. Denver, CO 80216 I have been a resident of Globeville for 25 years in which I raised 3 children and have been very involved in many of the concerns and issues that need to be addressed. These concerns and issues will have a negative impact to these communities for many years to come. In my opinion, any widening of a highway will create adverse effects that will create adverse impacts on the poor, minority, disadvantaged people of GES and this is ethically unacceptable I believe the DSEIS is deficient because it gives insufficient weight to environmental justice concerns. I am writing these comments because I do not feel that CDOT will have residents and communities' best interest in mind when they were developing the plan to expand i-70 to 10 lanes. I would compare this fight to David and Goliath; what chance do residents have if they dont speak up! It will continue to destroy and devastate this neighborhood as it makes its way through our communities. I want CDOT to look at all of the other alternatives to lessen the negative effects it will have on our communities. The DSEIS is deficient in that is has not considered and evaluated several possible mitigation factors that would have meaningful effect. The 2 most important are the option 1 the re-routing of I -70 over to I-270 to I-76 to I-25. By rerouting, big truck traffic it would reduce traffic by 40%. It would reduce the need for so many lanes. Option 2 is moving Swansea Elementary to a location either permanently or for duration of this highway project. If nothing is done I fear for the health and well being of those innocent children who are just trying to get an education, as this process moves forward. I want CDOT to follow the guidelines when it comes to Environmental Justice and make our communities better than it was before they started. I am concerned that residents do not know enough about this process to give opinions and comments on the DSEIS which would positively benefit the community. I want CDOT				
A Comments received during public outreach efforts were considered by CDOT and were incorporated in the decision making process as appropriate. These changes include, but are not limited to, refinements to the mitigation commitments, updating the air quality analysis, keeping the Steele Street/Vasquez Boulevard interchange open, and coordinating with Denver on drainage solutions. For information on Environmental Justice, please see EJ1 through EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
All alternatives require additional width in the viaduct area including No Action. For information alternatives considered, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
B The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
C The decision to keep Swansea Elementary School at its current location was made during outreach opportunities conducted to review alternative sites for the school, and surveys of parents at the school during the PACT process. For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
Environmental Justice concerns have been adequately addressed in the Final EIS; please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					

Comments				Responses to Comments			
Source:	Submittal	Document Number:	609	Last:	Montoya	First:	Antonia
C		to remember that this community has suffered ever since I-70 was built through these neighborhoods and has been suffering its negative side effects ever since.					
D		I am concerned that the health and well-being of the residents who are being exposed to the cumulative negative effects that they are ingesting each and every day by living in these long suffering neighborhoods. I feel just because we live in a lower income community we should not allow CDOT to continue to move forward with its current plan without properly addressing mitigation. There are other possible actions that might reduce the potential bad impact on GES residents. I want CDOT to remember these neighborhoods have a long, deep and rich history and it should be respected. (1) The highway construction may destabilize the foundations of century-old homes that are near the construction site. The condition of foundations of all homes within two blocks of the freeway should be examined and evaluated both before and after the construction, with any adverse effects to be remedied at CDOT's expense. I am concerned that CDOT will not pay home owners and businesses a fair price for their property or even to help them find residents affordable housing that allows them to remain in this neighborhood and not to be relocated to another neighborhood. I think that those homeowners renters and business should have more support through this process so they dont get screwed by CDOT. As it is homes along highways have lower market value because we live along the highway.					
E		(2) There are many homes and businesses within 500 feet of the highway that should be equip with improved windows, doors, and HVAC systems. For homes and buildings within two blocks of the highway, these improvements should be provided by CDOT. It might also be that residents cannot afford to maintain these new systems so there should grants in place to help offset expenses. CDOT should be offering loans to these property owners who cannot adequately mitigate the air pollution/dust /noise impacts of the construction and increased degradation of air quality in GES. I would also like there to be air quality monitors place at the schools to be sure that our children are safe. It should be monitor before during and after this project. It would important to alert EPA when air quality in out of compliance before, during and after construction. As this project moves forward, we need to be aware that there are going to see a lot more health concerns especially asthma as well other health problems. The DSEIS is deficient in not having fully measured and evaluated the PM2.5 conditions in the project area. The cumulative effects of air pollution from the highway have been demonstrated to cause markedly worse health outcomes for the residents of GSE. CDOT airily dismisses these cumulative effects with references to “improved mobility. But the people who live in GSE and get asthma or heart disease partly as a result of environmental damage caused by the freeway are not the same people who will benefit from the improvements in highway function. For some reason it doesn't seem to bother CDOT to build this highway right up against an elementary school, these poor kids have no chance to protect themselves and no one seems to care enough to make a difference. It seems that CDOT is trying to by off residents with the idea that by receiving new windows, doors and ventilation system etc. as part of the project. Could you compare doors, windows or HVAC to the health, safety and well being of those innocent children just trying to get an education? I would not feel comfortable with my children attending this school. Would you? As I understand it, the playground will have no defense from the dust and air pollution as the construction project moves forward. Our children are exposed to who knows what as they play on the playground each and every day. CDOT should place a greenhouse, or bubble like the Broncos have over the playground to protect them as they play at least for the duration of the construction, and possibly permanently. As for the quality of life for the residents, I think that CDOT has no clue what residents need to improve their community. This plan as it is will devastate these communities and I am offended that CDOT is trying to buy off residents with the promises of a park with amenities. Who in their right mind would believe that a park, built over an underground highway is an improvement to this community. I am scared for these communities and would not take my					
F							
G							
H							
I							
D		NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA’s health-based standards for these pollutants. Therefore, there are no projected impacts from the project related to pollutants covered by the NAAQS. For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
E		CDOT is concerned about damage that may result from the construction of I-70 East, not only to the historic buildings, but to all buildings and roadways. The suggestion to examine foundations prior to construction is a good idea that CDOT will consider as the project moves forward. For information on the Preferred Alternative’s property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
F		For information on project mitigation measures for the homes between 45th and 47th Avenues, from Brighton to Colorado Boulevard, please see IMP1 and AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
G		PM2.5 and NO2 were not modeled for roadside concentrations in the Final EIS because they are not pollutants of concern in the Denver area or the project area at the present time, or for the foreseeable future. The Denver area has never violated the NAAQS for PM2.5 and is not in imminent danger of doing so based on current monitoring data and predicted trends. For information on transportation-related pollutants, including PM2.5, please see AQ2 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
H		Comments received during public outreach efforts were considered by CDOT and reasonable and feasible mitigation ideas were incorporated in the project as appropriate. In response, the project team has developed additional mitigation measures beyond those required or normally provided in Colorado to lessen the adverse impacts in the project study area. For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
The alignment on existing I-70 is a result of an extensive alternatives evaluation and consultation effort, including input from Swansea Elementary School. For information on how impacts at Swansea Elementary School will be mitigated, please see IMP1 and IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.							
Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.							
Responses continue on the following page.							

Comments				Responses to Comments	
Source:	Submittal	Document Number:	609	Last:	Montoya
			First:	Antonia	
<div>I</div> <p>grandchildren to play there ever. I would like there to serious conversation when it comes to improving this community as there are several amenities that will improve our neighborhood such as a grocery or retail store, a regional recreation center, a new library and health/ mental center I am also concerned with the fact that CDOT is still trying convincing the public that the cap and cover was the communities Preferred Alternative. No residents that I've spoken to are excited about having the any contaminated soil, hazardous material being dug up and disturbed. No one seems to be discussing anything about how these hazardous materials are going to be handled before, during and after this project. As a resident I think that CDOT should have given out more information as to they know how these hazardous materials are going to be treated and removed as it will be dangerous contaminated materials more through our community for the duration of the project. I know that I never heard any public conversation about contaminated soil removal at CDOT I-70 meetings or any where else for that matter. The concept of the lid or cover over 800 linear feet of the preferred alternative is offered as mitigation for the bad proximity effect of I-70 East on Swansea and Elyria. But beyond simple construction of the concrete platform, CDOT promises nothing. The development of landscaping, public amenity, etc. is left for unknown because there is no present or solid assurance that any of this will actually occur. This CAP and cover should not be taken seriously as a meaningful mitigation. You should not be allowed to push this as a positive outcome because you are continuing to expose residents to the out coming exhaust pumped out for the underground highway. The fumes need to go somewhere, where do they go? Who will pay for it? Who will maintain it? This cap and cover will no anything positive for this community it will only increase the exposure to residents even more. Why would CDOT or anyone want to bring children to this park and possibly increase exposure to who knows what!</p>				<div>I</div> <p>These concerns have been adequately addressed in the Final EIS. The potential to encounter hazardous material is discussed in section 5.18.5 of the Final EIS. For information on CDOT’s plans for encountering hazardous materials and mitigating fugitive dust during construction, please see IMP6 and IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on the features of the Preferred Alternative highway cover, please see PA4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 763	Last: Montoya	First: Veronica		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Veronica Montoya"</p> <p>Date: Fri, October 31, 2014 6:57 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Veronica Montoya</p> <p>comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary</p> <p>comments: Please consider rerouting I70 through the mode Industrial part of Denver/Adams County. I am very upset that the typical M.O. for our beaurocrats and politicians is to make major decisions that negatively affect their constituents without publicly and predominantly announcing such big plans to give the general public an opportunity to be involved. Deals are made behind closed doors that affect peoples lives. Not only will more people lose their homes, and the Swansea/Elyria neighborhood further harmed by toxic fumes and poisonous particles in soils, not to mention further divide this neighborhood. From what I've seen of the proposed reroute, it makes so much more sense than putting the tunnel underground and widening lanes. Please reconsider your plans and take into consideration other, less intrusive, alternatives. Also, going further, perhaps you should involve the public. Thank you!</p>				<p>A CDOT has conducted continuous public involvement on the I-70 East project for more than 11 years, including door-to-door outreach and public and neighborhood meetings in the most directly impacted neighborhoods. For information on CDOT’s public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 467	Last: Montroy	First: Hannah		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Hannah Montroy"</p> <p>Date: Tue, October 28, 2014 8:07 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Hannah Montroy</p> <p>comment_topic: Air Quality,Property Impacts,Visual</p> <p>comments: Widening I70 is a poor solution to a problem that has many less impactful solutions. We need to leave these already highly impacted neighborhoods alone. There are options that are less impactful to the surrounding communities. We need to be spending our money on transportation that is future looking and if we as a community feel it is absolutely necessary to have more road options we should be looking at I76 expansion with less community impact.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal	Document Number: 539	Last: Morehead	First: Tracey		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM From: "Tracey morehead" Date: Wed, October 29, 2014 8:05 pm To: webmastercc@i-70east.com (more) Priority: Normal</p> <p>name: Tracey morehead</p> <p>comment_topic: Air Quality,Financing,Hazardous Materials</p> <p>comments: As a resident of northwest Denver I am very much concerned with this proposed project. I am concerned about the increased air and noise pollution that would be added to the area. Also, having learned about the Asarco Superfund Clean-up Site that would be disturbed with the digging of the trench, I'm wondering what would be released in the area and where this contaminated dirt would be moved to. I feel CDOT should do an SEIS on the full re-route that includes both I-270 and I-76. I feel this study is critical in order to understand the full impact of this project and possible alternatives. In addition to the health and pollution issues there is the amazing cost of this project. These costs seem to be an unnecessary burden to the tax payer when there are less costly alternatives such as the re-routing of I-70 that would conversely benefit the tax payer. Thank you for considering ALL options.</p>				<p>A Adequate air quality and noise analysis is completed in the Final EIS. For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>B Remediation activities have occurred at the Vasquez/I-70 Superfund site (Asarco). For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>C The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Public hearing transcript		Document Number: 155	Last: Moreno	First: Dominic	
A	Good evening. First of all, welcome to Kearney Middle School. I'm a proud Kearney Bobcat. Born and raised in Commerce City my entire life. So welcome to my old stomping grounds and middle school. I am the State Representative for Commerce City and southern Adams County, so basically all of the southern unincorporated neighborhoods of Adams County, and represent the areas that are being talked about in terms of a Supplemental Draft Environmental Impact Statement.				
B	I come tonight to advocate my support for the partially lower covered option on the current alignment that is currently being expounded upon or proposed by CDOT. I say that for a couple of reasons. One, I've not heard from anyone in my community that actually has advocated or wants to see the additional traffic that comes with combining two major highways in the metro area. 270 and I-76 already cannot handle the traffic counts that are on those roads. And to think that we can expand and put the additional traffic from I-70 onto those roads I think is a huge problem. The other is that I would like to advocate for the continued access from Vasquez Boulevard onto I-70. That is a major corridor for many Commerce City businesses. Transportation logistics and distribution is a major lifeblood of this community, and we need to make sure that we maintain the proper access.				
C	<p>I certainly sympathize with folks that are affected by I-70. But I don't think the answer is, you know, there are areas of Commerce City and southern Adams County that are just as economically disadvantaged, just as diverse ethnicity-wise as those areas of Denver. The answer is not to advocate for putting, removing one burden from one disadvantaged community onto another. I've personally walked those neighborhoods that abut next to I-76. I think some of the comments that suggest that there are no residents or there's not as many residents in those corridors I think is misguided because I've walked them and talked to those folks. And they already experience the challenges of living next to a highway. And to advocate for increasing that traffic flow, increasing the environmental concerns I think is something they are particularly concerned about.</p> <p>So I certainly want to advocate my support for the partially lower covered option. I think it is the best option that's currently being addressed by CDOT. And Commerce City recognizes that too. That's why we have early on advocated for the partially lower covered option so we can do some work to reunite those neighborhoods that are traditionally divided by I-70. Thank you for your time tonight. Appreciate your time.</p>				
A	Comment noted.				
B	As identified in the Final EIS, the Steele Street/Vasquez Boulevard interchange will remain open as part of the Preferred Alternative design in response to the comments received during the Supplemental Draft EIS. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
C	Comment noted.				

Comments				Responses to Comments	
Source:	Public hearing transcript	Document Number:	125	Last:	Morris
			First:	Mark	
<div><div>A</div><div></div><div>First of all, everybody knows road construction sucks. We have to live with it. I'm in favor of a lowered highway. Two other comments. I personally don't like roundabouts. I'm old school. I don't like them in different places in different states, but everybody would get used to them. I'm just not crazy about them. And managed lanes, I just hope they don't turn into a toll road to where I have to go. Thank you.</div></div>				<div><div>A</div><div>Roundabouts have been removed from consideration as part of the Final EIS.</div></div> <div><div>B</div><div>CDOT is not permitted to convert existing lanes to managed lanes.</div></div>	

Comments				Responses to Comments
Source: Submittal	Document Number: 437	Last: Morse	First: James	
<div>Current Folder: SDEIS Comments Responded to</div> <div>Welcome: contactus@i-70east.com</div> <div>Re: I-70 EAST EIS - SDEIS COMMENT FORM</div> <div><div>From: "James Morse"</div><div>Date: Mon, October 27, 2014 7:20 pm</div><div>To: webmastercc@i-70east.com (more)</div><div>Priority: Normal</div></div> <div>name: James Morse</div> <div><div><div>A</div><div>B</div><div>C</div></div><div><div>comment_topic: Air Quality,Financing,Hazardous Materials,Managed Lanes,Property Impacts</div><div>comments: I am not in support of what is being presented at this point. Does this section of I-70 need work? Yes, it does however not to the extent of what is being proposed. Too many homes will be permanently gone due to this expansion. These neighborhoods have already had & experience the feeling of being forgotten & stepped on. By doing this they are going to experience the same thing all over again. There are unknowns when it comes to the contaminated soil from the Asarco plant that was once there in that area. Disrupting the soil can/will cause a lot of issues for the immediate area and beyond. CDOT already owns the proper space along I-270 to re-route the expansion. I feel strongly that this option should be considered more. CDOT will not disrupt homes or businesses by doing this. Please do not bully our neighborhoods anymore.</div></div></div>				<div><div>A</div><div>The cover for the highway was developed to mitigate the adverse impacts to the Elyria and Swansea Neighborhood and to restore and enhance neighborhood cohesion, which was disrupted decades ago by the original I-70 construction in the 1960s. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>B</div><div>Hazardous material is adequately addressed in the Final EIS. For information on CDOT’s plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>C</div><div>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>

Comments				Responses to Comments	
Source: Submittal		Document Number: 418	Last: Morse	First: Kimberly	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Kimberly Morse"					
Date: Sun, October 26, 2014 5:18 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Kimberly Morse					
comment_topic: Air Quality,Financing,Preliminarily Identified Preferred Alternative,Property Impacts,Other					
A	comments: To the overseers of the proposed I-70 project, I ask you....what is the rationale for this project? Is this a short sighted project that is being designed based on today's needs? Or have you designed this project with tomorrow's needs in mind? After all, this project is not expected to be completed for at least 10 years.				
B	There have been numerous studies conducted and articles written about the fact that millenials are purchasing fewer cars and driving less. Additionally, we see an increasing demand from existing and newer metro area residents to migrate into the city. They are moving to the city for convenience and the ability to walk or use other modes of transportation other than a car. We know that too that there is a finite supply of fossil fuels. With all of these realities in play, why would invest over a billion dollars in a highway that is unlikely to be used to capacity by the time it is completed? I have several other concerns about this project. They include: - Impact to the surrounding communities. Elyeria, Swansea and Globeville have been forced to sacrifice access to the city and quality of life for several decades. This project will further decimate the community by separating families (for those who lose their homes and/or businesses) and increase economic, health and quality of life burdens on these residents. - Health Impacts. Area residents and drivers on I-70 will be introduced to toxins that can lead to cancer and other life threatening illnesses. As I understand, the area for the proposed trench has not undergone any remediation from Asarco, in particular, but also from other area businesses. This project will disrupt toxic particles that have been dormant in the soil and have the likely potential to make the particles both airborne and to send them into our water supply and into the soil in the surrounding area. No one can guarantee that there will not be precipitation during the dig and therefore run off from rain or floods can send the toxins down stream to neighbors. - Cost.				
C					
D					
E	We've not yet seen your plan for funding this project and particularly for the upkeep of the cover. The residents of Denver should not be burdened with the economic				
A The project needs to address the condition of the viaduct today as well as the future traffic needs of I-70. For information on the phases of construction over time based on the funding limitations, please see Chapter 8, Phased Project Implementation, of the Final EIS. For information on the project's purpose and need, please see GEN1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
B Changes in driving patterns are adequately considered in the Final EIS. For information on how traffic forecasting model was determined for this project, please see TRANS5 and for changes to driving patterns see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
C The Partial Cover Lowered Alternative was developed in response to the community's concerns to reconnect the Elyria and Swansea Neighborhood by removing the existing viaduct or the potential for a newly constructed viaduct, and placing the highway below ground level. For information on how CDOT minimizes impacts to the Environmental Justice communities, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
D CDOT is coordinating with EPA on the clean-up program for the Vasquez/I-70 Superfund site. For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					
E Taxes would not be raised to pay for this project. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.					

Comments				Responses to Comments	
Source:	Submittal	Document Number:	418	Last:	Morse
			First:	Kimberly	
<div><div>E</div><div>F</div><div>upkeep of this project which is a state highway rather than a city road. Accountability - You and your team, as a state employee are accountable to the residents of Colorado who pay your salary. I hope you will take your responsibility very seriously and consider and act upon the preferences of the residents. Expanding I-70 is NOT your sole option. This project can be moved a little further north, away from residential areas to minimize the health and community impacts. Additionally, because you will not need to dig a trench this project can be delivered in a much more cost effective manner. That is, if this project truly warrants such a large expansion for our future.</div></div>				<div><div>F</div><div>Several alternatives that realign or reroute I-70 have been considered during the EIS process. For information on alternatives to remove I-70 from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	851	Last:	Mueller
			First:	Mark	
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Mark Mueller"</p> <p>Date: Wed, October 29, 2014 12:54 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Mark Mueller</p> <p>comment_topic: Other</p> <p>comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project’s purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source:	Submittal	Document Number:	365	Last:	Mueller Morse
				First:	Darlene
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Darlene Mueller Morse"					
Date: Tue, October 21, 2014 12:59 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Darlene Mueller Morse					
comment_topic: Historic,Visual					
comments: The I-70 East project seems to forget one major item: the people whose lives and homes are to be impacted with this project. Since the first interstate highway went in during the Eisenhower Administration, citizens have been displaced, property has been seized, lives have been disrupted. I would think that since the '50s, we have learned to do better. By following existing corridors along railroad tracks and other natural configurations, such as moving the route north, would make the least impact on these neighborhoods. Also, consideration needs to be given to the nature and form of commuting in the next 30-50 years. Perhaps our reliance on cars won't be as heavy as alternatives will be in place. If there were to be a wide concrete ribbon halving, then quartering the area, this would give the impression that more lanes is better and that we can continue to widen our roads when traffic increases instead of exploring other less land-encroaching ways. Finally, I remember how East I-70 traffic was slowed to an almost standstill some days when going under the jet runway by the old DIA. By putting the I-70 corridor underneath again, the same thing will happen. It is human nature to slow down in a tunnel. thank you for your consideration.					



A

CDOT agrees that we can no longer build our way out of congestion. In fact, that is a main reason the Department is proposing to make the new lanes on I-70 East managed or tolled lanes with congestion pricing. These managed lanes give CDOT the ability to manage congestion over time, providing the guarantee of a congestion-free ride even as highway volumes increase. Further, managed lanes can encourage carpooling and transit use and enable more reliable and efficient transit service. Together, these strategies allow CDOT and FHWA to maintain I-70 decades into the future, reducing the disruption to environmental and community resources that come with continual widening of roads. This is particularly important in the case of CDOT’s preferred alternative as the lowered structure will be constructed with a 75- to 100-year life expectancy.

To mitigate the “human nature to slow down in a tunnel” the Highway design incorporates, in addition to the latest lighting technologies, wider lanes and adequate shoulders to help with the traffic flow as vehicles enter and exit the covered section. For information on lighting under the cover, please see PA5 of the Frequently Received Comments and Responses on Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments	
Source:	Document Number:	Last:	First:		
Submittal	427	Mullaney	Harriet		
<p align="center">I-70 East Supplemental Draft Environmental Impact Statement</p> <p align="right">October 22, 2014</p>					
<p>TOPICS: air quality, noise, property impacts, truck traffic, Swansea Elementary, environmental justice, relocation/housing, amenities, connectivity, economic</p>					
A	<p>Although I live in Park Hill, I have worked in various capacities with the Swansea, Globeville, Clayton and Cole immigrant communities for 17 years. Their issues are my issues. In my comments, I would like to highlight their concerns which I share.</p> <p>AIR QUALITY</p> <p>There should be regular air quality monitoring before, during and after construction. This is particularly important at Swansea School, but should not be limited to that site. Residents' property and common areas such as Swansea Park are also subject to air contamination.</p>				
B	<p>Funds should be provided to enable the community to hire their own independent air quality expert.</p> <p>Trees should be planted in as many places as possible, both public and private spaces. Some Swansea streets have lovely tree covers, others do not. Trees should be made provided in those areas.</p>				
C	<p>There should be extensive lead and arsenic sampling and remediation where required, whether in public or private space.</p>				
D	<p>The number of lanes between Colorado Blvd. and Brighton should be reduced to protect the community's space and to prevent bottlenecks at the points where the highway contracts.</p>				
E	<p>The interchange at Colorado Blvd. should be built in such a way as to replace the existing Colorado and Vasquez interchanges.</p>				
F	<p>Truck traffic should be diverted both on I-70 and in and around the neighborhoods, except when intended for local delivery and use.</p>				
G	<p>Improvements to doors and windows of homes and businesses impacted by the construction (within 500 feet) should be paid for by CDOT. This would replace the proposal of making loan funds available for this purpose.</p>				
H	<p>RELOCATION/HOUSING</p> <p>Re-location assistance should be given to residents who were not 500 feet from I-70 before the widening, but who become within that margin after the construction.</p> <p>The number of housing units lost (exact number is currently unknown) due to the construction should be replaced and expanded, as possible, within the neighborhood boundaries. Affordable homeownership options and affordable rental options should be maintained at current levels, and the ratio of single family detached homes should also be maintained.</p> <p>Grants should be provided to residents, particularly in Swansea and Elyria, living between 45th and 47th Avenues to equip their homes to handle the increased noise and air pollution during and after construction.</p>				
	<p>A Air quality is adequately addressed in the Final EIS. For information on how air quality will be monitored in the project area, including Swansea Elementary School, air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>B CDOT will not retain a person as a third party monitor for air quality. For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>CDOT plans to provide appropriate landscaping on the cover and reconstructed local roads to provide for an active community space for surrounding residents and neighborhoods, support social and pedestrian connections, and provide new space for the Swansea Elementary School. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>C Hazardous materials are adequately addressed in the Final EIS. For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>D Detailed traffic modeling confirms the proposed improvements. For more information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>E Highway access would be provided through a split-diamond interchange at Steele Street/Vasquez Boulevard and Colorado Boulevard with slip ramps. For information on the Steele Street/Vasquez Boulevard and Colorado interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>F Truck traffic is adequately addressed in the Final EIS. For information on truck traffic, please see TRANS8 and TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
	<p>G Based on comments such as this, CDOT will provide interior storm windows and two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction to reduce impacts from dust and noise during construction, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard. For information on project mitigation measures for the homes between 45th and 47th Avenues, from Brighton to Colorado Boulevard, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>				
<p align="right"><i>Responses continue on the following page.</i></p>					

Comments				Responses to Comments	
Source:	Submittal	Document Number:	427	Last:	Mullaney
			First:	Harriet	
<div><div>I</div><div>J</div><div>K</div><div>L</div><div>M</div></div> <div><div>AMENITIES</div><div>Funding should be provided for the addition of both a regional recreation center and a community health center in Swansea-Elyria.</div><div>Economic development should be undertaken to build out a shopping area that would include a full supermarket, a pharmacy, laundromat, cafe, etc.</div><div>These neighborhoods post-construction should feel and look like they have been reintegrated into the historic Denver neighborhoods to the south.</div><div>CONNECTIVITY</div><div>Alternative routes should be developed for truck traffic during and after construction to keep trucks out of the neighborhoods.</div><div>Traffic on neighborhood streets should be diverted during construction so that they are not used by non-residents as short cuts.</div><div>Sidewalks and bike paths should be constructed to improve connectivity within the neighborhoods.</div><div>ECONOMY</div><div>Job training and apprenticeship programs, similar to those established for FasTracks, should be implemented. Hiring should prioritize applications made by local residents.</div><div>Displaced businesses and those negatively impacted by the construction should be given appropriate and adequate support.</div><div>Investment in supporting existing businesses and increasing their number should be an economic development priority.</div><div>ENVIRONMENTAL JUSTICE</div><div>Mitigation to alleviate the negative environmental impacts should be paid for fully, regardless of the cost. These neighborhoods fought long and hard for past remediation. The success of these efforts must not be compromised.</div><div>Money should be provided for the continued maintenance of all improvements made.</div></div> <div><div><div>I attempted to send these comments via your online form but kept getting error messages</div></div></div>				<div><div>H</div><div>I</div><div>J</div><div>K</div><div>L</div><div>M</div></div> <div><div>The Preferred Alternative will require the acquisition of property that will result in the relocation of 56 residential units and 18 businesses (including one non-profit organization). For information on property impacts, please see PROP2, PROP3, and PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT will provide interior storm windows and two portable or window-mounted air conditioning units with air filtration and assistance to pay for the potential additional utility costs during construction to reduce impacts from dust and noise during construction, for homes between 45th and 47th Avenues, from Brighton Boulevard to Colorado Boulevard. For information on project mitigation measures for the homes between 45th and 47th Avenues, from Brighton to Colorado Boulevard, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT is not planning to include a regional recreation center or a community health center as mitigation to the I-70 East project.</div><div>CDOT encourages economic development and welcomes the opportunity to coordinate with community projects through the local jurisdictions and organizations, however the retail development projects you list are outside the scope of this project.</div><div>Concerns about truck traffic and bicycle and sidewalks facilities are adequately addressed in the Final EIS. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>CDOT is prohibited by federal law from requiring contractors on any federally funded project to hire from a particular location or neighborhood. However, CDOT has submitted an application and received approval under Special Experiment Project 14 (SEP-14) for the US DOT pilot program to execute geographic-based hiring preferences for the I-70 East project. For information on the contractor's hiring requirements, please see GEN5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div><div>Any mitigation measures included in the Record of Decision for the project must and will be completed and paid for as part of the project. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</div></div>	

Comments				Responses to Comments																
Source: Submittal	Document Number: 857	Last: Muniz	First: Nazario & Lorraine																	
<div><div>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</div><p>Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.</p><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.</p><p>Date: <u>10/26/14</u> Would you like to be included on the I-70 East EIS mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Name (required): <u>Nazario Jr & Lorraine Muniz</u> Organization: _____ Address (required): _____ City/State/Zip: _____ Email: _____</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table border="0"><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p>I have several homes in the area and I don't want the highway in these neighborhoods. Take the highway out and studied the I-76-270 highway alternative.</p></div></div><p>****CONTINUE ON BACK FOR MORE SPACE****</p><p>Please turn in this form in to a project team member or mail/email by October 14, 2014, to: I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div>					Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other			<div><div>A</div><div><p>The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div>
Air quality	Environmental justice	Financing	Hazardous materials	Historic																
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual																
Preliminary identified preferred alternative	Truck traffic	Other																		

Comments

Source: Submittal

Document Number: 241

Last: Munoz

First: Sergio

Responses to Comments



**ANTEPROYECTO DEL INFORME DE IMPACTO AMBIENTAL SUPLEMENTARIO
DE LA I-70 ESTE**

Puede presentar sus comentarios a la dirección que se encuentra debajo o en el sitio web de la I-70 Este (<http://www.i-70east.com>) hasta el 31 de octubre del 2014.

Se solicitan los comentarios del público de acuerdo con lo dispuesto por la Ley de Política Ambiental Nacional, 42 Código de los Estados Unidos 4321, et seq. Todos los comentarios presentados por escrito durante el período de comentarios serán considerados durante la preparación del Informe de Impacto Ambiental (EIS abreviación en inglés) Final. La información que proporcione sobre su domicilio privado con sus comentario es voluntario y protegido en conformidad con la Ley de Privacidad. La información de su domicilio privado no se publicará en el EIS Final o para cualquier otro propósito, a menos que sea requerido por ley. Sin embargo, su información de domicilio privado se utilizará para incluirlo en la lista de correos que usamos para enviar avisos futuros sobre el proyecto.

Fecha: Sept 21-14 ¿Desearía ser incluido en la lista de correos del EIS de la I-70Este? ☐ Si ☒ No

Nombre (obligatorio): Sergio Muñoz

Organización: _____

Domicilio (obbligatorio): _____

Ciudad/Estado/Código: _____

Email: _____

¿Sus comentarios aplican a cualquiera de los temas listados a continuación? Circule lo que le interesa:

☐ Calidad del Aire ☐ Justicia ambiental ☐ Financiamiento ☒ Materiales peligrosos ☒ Histórico☐ Carriles administrados ☒ Ruido ☒ Impactos a propiedades ☐ Swansea Elementary ☐ Visual☐ Alternativa preferida preliminarmente identificada ☐ Tráfico de camiones ☐ Otros

Favor de escribir legible sus comentarios sobre el Anteproyecto del EIS Suplementario a continuación.

Favor de Considerar Barreras Antiruido

Cuidado e Impacto a Propriedades

X Regiões Litorais Secas

****SI NECESITA MÁS ESPACIO CONTINUE AL REVERSO****

Puede entregar esta forma a un miembro del equipo del proyecto o por correo/e-mail hasta el 14 de octubre del 2014, al:

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com





The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

A Para obtener información sobre la forma en que se reducirá al máximo el ruido del tráfico después de la construcción, consulte la sección IMP3 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Para obtener información sobre impactos a la propiedad y desplazamiento de residentes de la Alternativa Preferida, consulte la sección PROP2 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

A

Comments				Responses to Comments															
Source: Submittal		Document Number: 241	Last: Munoz	First: Sergio															
<div><div><p>I-70 EAST ENVIRONMENTAL IMPACT STATEMENT</p></div><div><p>Date: 09-21-14 Would you like to be included on the I-70 East EIS mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No</p><p>Name (required): Sergio Munoz</p><p>Organization:</p><p>Address (required):</p><p>City/State/Zip:</p><p>Email:</p><p>Does your comment apply to any of the topics listed below? Please circle all that apply:</p><table><tr><td>Air quality</td><td>Environmental justice</td><td>Financing</td><td>Hazardous materials</td><td>Historic</td></tr><tr><td>Managed lanes</td><td>Noise</td><td>Property impacts</td><td>Swansea Elementary</td><td>Visual</td></tr><tr><td>Preliminary identified preferred alternative</td><td>Truck traffic</td><td>Other</td><td></td><td></td></tr></table><p>Please print your comment on the Supplemental Draft EIS legibly below.</p><div><div>A</div><div><p>Please consider noise barriers</p><p>Care and impacts to the properties, even the small ones</p></div></div><div><div><p>I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT</p><p>Please submit comments to the address below</p><p>or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.</p></div><div><p>Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy</p><p>Please turn in this form in to a project team member or mail/email by October 31, 2014, to:</p><p>I-70 East EIS Team Colorado Department of Transportation 2000 S. Holly Street, Denver, CO 80222 Email: contactus@i-70east.com</p><div></div></div></div></div><div><div>A</div><div><p>Concerns for noise and property impacts are adequately addressed in the Final EIS. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p><p>For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p></div></div></div>					Air quality	Environmental justice	Financing	Hazardous materials	Historic	Managed lanes	Noise	Property impacts	Swansea Elementary	Visual	Preliminary identified preferred alternative	Truck traffic	Other		
Air quality	Environmental justice	Financing	Hazardous materials	Historic															
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual															
Preliminary identified preferred alternative	Truck traffic	Other																	

Comments				Responses to Comments	
Source: Submittal	Document Number: 472	Last: Murin	First: Amy		
<p>Current Folder: SDEIS Comments Responded to</p> <p>Welcome: contactus@i-70east.com</p> <p>Re: I-70 EAST EIS - SDEIS COMMENT FORM</p> <p>From: "Amy Murin"</p> <p>Date: Tue, October 28, 2014 9:41 pm</p> <p>To: webmastercc@i-70east.com (more)</p> <p>Priority: Normal</p> <p>name: Amy Murin</p> <p>A comment_topic: Property Impacts,Other comments: It is imperative that CDOT do an SEIS on the full re-route that includes both I-270 and I-76. -The current plan is not comprehensively researched, and we must take the time to make a long-term plan that takes into account the expected growth of the Denver area. -I'm concerned that the current expansion plans would create a major bottleneck when 10 lanes come down to 6 after Pecos. - 11 neighborhoods would be affected by widening I70. If CDOT instead chose to reroute I70 traffic around 270 / 76, ZERO neighborhoods would be affected and it would only add 1-2 minutes to the drive!! Please do the responsible thing and take the time to comprehensively evaluate the options.</p>				<p>A The I-270/I-76 Reroute Alternative was evaluated and eliminated because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p>	

Comments				Responses to Comments	
Source: Submittal		Document Number: 743	Last: Myers	First: Cari	
Current Folder: SDEIS Comments Responded to					
Welcome: contactus@i-70east.com					
Re: I-70 EAST EIS - SDEIS COMMENT FORM					
From: "Cari Myers"					
Date: Fri, October 31, 2014 3:59 pm					
To: webmastercc@i-70east.com (more)					
Priority: Normal					
name: Cari Myers					
comment_topic: Historic,Property Impacts,Swansea Elementary,Other					
comments: Comment 1: We wish to express our serious concerns about the Colorado Department of Transportation's proposal to widen Interstate 70 in north Denver because of the devastation it will create in the mostly impoverished and Hispanic neighborhoods of Elyria-Swansea and Globeville between Colorado Boulevard and I-25.					
Comment 2: Widening Interstate 70 in this corridor will significantly increase the public health threat that the highway's presence already poses to residents in these neighborhoods. The City of Denver's Health Impact Assessment showed that currently, residents living within 500 feet of the present highway experience significant pollution exposure, creating asthma levels over 40%, compared to 28% citywide. Comment 3: Two elementary schools (Swansea and Garden Place) are within this 500-foot distance from I-70. Widening the highway will exacerbate these health concerns for children attending these schools. Comment 4: These neighborhoods, like others along the I-70 corridor, are burdened with air contaminants and greenhouse gas emissions, causing high incidence of respiratory illness and other chronic disease that result in early death. Widening I-70 will result in expanding the zone of serious air quality and health impacts further into these neighborhoods. Comment 5: We believe this proposal will seriously fracture the cohesiveness of these neighborhoods. Elyria-Swansea and Globeville have yet to recover from the damage of when I-70 was first constructed fifty years ago. Numerous homes and local businesses were removed, and this access-limiting highway separated close-knit families and neighborhoods. The communities became detached from the rest of city and had to live with the negative effects of an elevated viaduct, including dirt, air pollution, noise, and shadows. This proposal of widening I-70 to more than 300 feet in width will remove the families living on 7 of 14 core blocks in Elyria displacing at least fifty families and will create further barriers between families and neighbors living north and south of the proposed expanded highway. Comment 6: Currently, there is no proposal for helping replace the housing stock that this					
A	CDOT recognizes that the project passes through environmental justice neighborhoods, and so provided an unprecedented level of public involvement tailored to meet the needs of these low-income and minority people to find ways to improve the project, and lessen the impact of the project. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
B	Section 5.20, Human Health Conditions, of the Final EIS contains an expanded discussion of environmental health issues in Elyria, including the Health Impact Assessment conducted by DEH. For information on the Health Impact Assessment, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
C	NAAQS limits set by EPA, protect human health. The modeled air quality values for the I-70 East project are below the NAAQS and demonstrate that there is no exceedance or impact from the project based on EPA's health-based standards for these pollutants. Therefore, there are no projected impacts from the project related to pollutants covered by the NAAQS. For information on air quality in the project area, including Swansea Elementary, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. No mitigation measures are proposed for Garden Place because that school is not impacted by this project.				
D	The cover will directly contribute to improved air quality, resulting in PM10 concentrations that are lower at Swansea Elementary School and the surrounding area than they would be in the future without the cover (No-Action Alternative). For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
E	Reconnecting the Elyria and Swansea neighborhoods was a core value identified by residents, and the Preferred Alternative effectively addresses those concerns, based on input received. The alternative maintains the same number of north-south through streets as exist today. The project will also provide wider, continuous sidewalks and new street lighting along 46th avenue and along the streets that cross over the highway. These improvements are in addition to the proposed 900 foot cover. For more information, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				
F	CDOT will provide \$2 million in funding to develop affordable housing units in the Elyria and Swansea Neighborhood through available programs. For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.				

Comments				Responses to Comments
Source: Submittal	Document Number: 743	Last: Myers	First: Cari	
F	<p>project will remove with comparably priced housing in the same area. Displaced homeowners will not be equipped to find similar housing, and certainly not near the same neighborhood. This is a serious disruption of an already damaged social environment. Comment 7: Engineering that does not start with an understanding of neighborhoods and people is bad engineering. Engineering that does not advance community values and which results in displacement is social engineering at its worst. Comment 8: We oppose this proposal not only because it is unjust but also because it is immoral for what it does to the disenfranchised of our city. These neighborhoods will receive no significant social or environmental benefits with the approval of this proposal. Comment 9: This project does not improve connectivity, improve health and wellness of residents, make the community more livable nor provide benefits for improved mobility, especially given the high proportion of residents who do not own or operate motor vehicles. Comment 10: We request that the Colorado Department of Transportation develop a solution that listens to the needs and wants of those who live in these neighborhoods. We seek an outcome that does not displace homes, families, or businesses in these neighborhoods. Comment 11: We seek a solution that demonstrably improves the health and wellness of residents beyond conditions that exist today that is, a solution that results in measurably better health conditions for residents, school children, workers and visitors to these neighborhoods. Comment 12: We request a solution that improves mobility and accessibility of residents of these neighborhoods, that does not continue to rely on fossil fuel technology, and provides instead new investments in transit, sidewalk completion, separation of railways, and bicycle connections. Comment 13: We request a solution that focuses foremost on improved connectivity within these neighborhoods and repairing the damage caused by locating I-70 here more than 50 years ago. Comment 14: We strongly affirm that investing in making these communities more complete, more vibrant, and healthier should be the city and state's priority, not damaging them further through this misguided proposal.</p>			<p>G The FHWA Livability and Sustainability principles were used on this project from the beginning when the project began as a combined transit highway project through to the most recent development of the Partial Cover Lowered Alternative. The project alternatives improve connectivity and accessibility within the local network adjacent to I-70 by ensuring that walking, biking, and transit are safe, convenient, and realistic choices. The Partial Cover Lowered alternative not only addresses the road safety and capacity issues but also helps achieve some broader community goals of livability, quality schools, safe streets along with supporting the existing communities along the corridor; its identification as the preferred alternative was based on sustainability approaches that help to enhance quality of life and serve transportation needs of the present and future, see Chapter 3, section 3.11.1 of the Supplemental Draft EIS.</p> <p>H Incorporation of the highway cover will help reconnect the surrounding neighborhoods by providing easy and safe connections between these communities for all users, especially pedestrians and bicyclists. The inclusion of the highway cover with an urban landscape and a community space helps achieve some broader community goals of livability, quality schools, and safe streets along with supporting the existing communities along the corridor. For information on impacts to the Environmental Justice communities, please see EJ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>I These concerns are adequately addressed in the Final EIS. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Understanding that not all connectivity is vehicle-based, please also see walkability and bicycle route improvements in TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>J The existing I-70 viaduct needs to be replaced because of its deteriorating structural conditions. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards.</p> <p>K After construction there will be additional community recreational and exercise space on the cover for wellness activities. For information on impacts of the highway air pollution and human health, please see AQ3, AQ4, AQ5 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p>L Incorporation of the highway cover will help reconnect the surrounding neighborhoods by providing easy and safe connections between these communities for all users, especially pedestrians and bicyclists. For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.</p> <p><i>Responses continue on the following page.</i></p>
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Comments				Responses to Comments			
Source:	Submittal	Document Number:	743	Last:	Myers	First:	Cari
<div>This side intentionally left blank.</div>				M	Incorporation of the highway cover will help reconnect the surrounding neighborhoods by providing easy and safe connections between these communities for all users, especially pedestrians and bicyclists. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.		
				N	The inclusion of the highway cover with an urban landscape and a community space helps achieve some broader community goals of livability, quality schools, and safe streets along with supporting the existing communities along the corridor. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.		

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